

# small air forces observer

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# small air forces observer

the newsletter of the Small Air Forces Clearing House

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A limited number (one, unless otherwise indicated) of the following are available from the editorial office. (All money collected for the sales of Eastern European kits and books go to send needed material to SAFCH members in these countries.) All prices are in US \$ and include surface postage.

**POLISH PROFILES (TBU):** RWD-8 (3), Lubin R.XIII (3), TS-8 Bies, An-2 (8), Mi-1, Mi-4 (6), MiG-3, MiG-19 (5), Yak-11 (5), Beaufighter (4), Spitfire (37), Wellington (13), Mustang (11). \$3.00 each.

**MALLARI (IPMS-FINLAND):** #42, 43, & 44 (see abstracts) \$1.50 each. One subscription to MALLARI is available through the SAFCH for \$6.00.

**LIMTUBEN (IPMS-Norway):** Vol. 3 #1 and Vol. 3 #2 (see abstracts) \$3.00 each.

**EM ESCALA (IPMS-BRAZIL):** Vol. 8 #4 Dec. '82 ("Mosquito") \$1.00. One subscription to EM ESCALA is available through the SAFCH for \$6.00.

**RT July '77** ("Gooney Bird Sketchbook", "Canadian Military Aircraft - Part 14 Avro Anson I") \$1.00

**MILITARY JOURNAL #11** ("Fokker DR.1 Lt. Paul Baumer", "Paris Air Show '79") \$1.00.

**PLANY MODELARSKIE Potez 25:** Three sheets of 1/14-scale drawings and color profiles (all Polish), & photos. \$6.00.

**POLSKI SAMOLOT I BARWA** by Krolikiewicz: 198 pages of text, photos, and color drawings of Polish a/c markings and camouflage from 1918 to the present. \$12.00.

**MILITARY WINGS (Vol. 2)** by Deere: 104 pages of photos of RNZAF a/c (Avenger, Catalina, Dauntless, Harvard, Hercules, Hudson, Strikemaster, & Tiger Moth). (Incomplete printing: missing chapter on Ventura.) \$5.00.

**MICRO KIT: (1/72) LWS Czaplá** \$5.00.

**USSR KIT: (1/100) Il-18** \$8.00.

**COVER COMMENTS:** Uruguayan naval aircraft (see article on page 88). TBM-1C 'A-558' and SNJ-4 'A-225' (via Gary Kuhn SAFCH #257).

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## RENEWAL NOTICE - RENEWAL NOTICE - RENEWAL NOTICE

### IMPORTANT NOTICE FOR SUBSCRIBERS OUTSIDE NORTH AMERICA:

If you receive your SAFO via sea mail, it probably takes from 8 to 12 weeks to reach you. This means that you will not receive the final issue of Vol. 7 (July) until September. If you wait until then to renew, there is a good chance that your payment will not reach me until after it is too late to send the first issue of Vol. 8 (October). Therefore, it is important that you renew now and not wait until you receive your renewal notice in the July issue. The subscription for Vol. 8 remains at \$6.00 for sea mail delivery. Make checks or money order payable to SAFCH.

# AUSTRALIA

APMA (Australian Plastic Modeller's Association, PO Box 51, Strathfield, N.S.W. 2135)  
Nothing received since 3 82

# AUSTRIA

OFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Kannwegasse 1/15, A-1150, Wien)  
4/82 (36 pages) "Die Vickers Viscount 779D" 15 pages including 9 photos and one page of side-view drawings of a/c in Austrian service. "Nochmals Breda BA 65" 2 pages. "Fougas CM 170R Uber Osterreich" 2 pages including one photo. "Hopfner Amphibium HA 11/33" 5 pages including 3 pages of scale drawings. "Historische Neuigkeiten 1933-1956" 4 pages including one photo, side-view drawings, and individual a/c histories (Miles M3B, Miles M2T, DH 60GIII Moth Major, DH 82A Tiger Moth, DH 83, Dh 87A, & Dh 87B).

PANORAMA (IPMS/AUSTRIA, Nordmannngasse 11-13/4/6, A-1210 Wien)  
Nothing received since 4 82

# BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus 21, B-2100 Deurne; 4 issues for 450 Belgian franks)  
47 (36 pages) "CF-100 Canuck" 28 pages including 20 photos; 5 pages of a/c drawings; 3 pages of drawings of lettering; 4 pages of detail drawings of cockpit, landing gear, ejection seat, etc.; individual a/c histories; map of African trip, and modeling information.

# BRAZIL

SOUTH AMERICAN AVIATION NEWS (Caixa Postal 5216, 09720 Rudge Ramos, Sao Paulo; 6 issues for \$7.00; back issues US \$2.00 each.)  
Nothing received since #31.

# CANADA

HIGH FLIGHT (Box 393, Stittsville, Ontario K0A 3G0; 6 issues for CAN \$15)  
9/10 82 (40 pages) "Chronology 1929" 3 pages including photos of Siskin IIIA, Vancouver, Vigil, Vedette, Varuna, Bellanca Pacemaker, Ford Trimotor, Den Genet Moth, Fairchild FC-2, & Curtiss-Reid Rambler. "No. 1 in the Battle of Britain - The Story of 1/401 Squadron, RCAF, Part III" 10 pages including 20 photos (mostly Hurricanes). "North Pacific Saga - The Norwegian Naval Northrops in Canada" 2 pages including 3 photos. "Distended Douglas - The Story of the Douglas Digby in Canadian Service, Part I" 6 pages including 16 photos. "Alouette 'Alifax Art" 14 photos. "Memories of 139 Wing" 13 pages including 17 photos (mostly Mitchells).

RANDOM THOUGHTS (IPMS CANADA, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for \$12.00 in US, \$13.00 others)

3/82 (24 pages) "Sikorsky CH-124 Sea King" 12 pages including 22 photos and 7 side-view drawings of Canadian machines. "Canadian Coast Guard S-61H" 10 pages including 26 photos and 4 side-view drawings.

# ENGLAND

MAGAZINE (IPMS ENGLAND, Flat 4, 18 Delancey St., London NW1 7NH; 6 issues for US \$20.00 + \$1.00 joining fee)  
11/12 83 (24 pages) "OV-10 Bronco" 13 pages including details of non-US service, a side-view drawing of an Indonesian OV-10F, and a photo & page of drawings of West German OV-10B(Z).

MILITARY AVIATION REVIEW (East Cliff, Stotfield Rd., Lossiemouth, Moray IV31 6QT, Scotland; 6 issues for £10.20)

Nothing received since 6/7 82.

# FINLAND

MALLARI (IPMS FINLAND, PL 798, 00101 Helsinki 10; issues #41-44 US \$6.50, add \$1.00 for airmail and \$1.50 for personal bank cheque redemption)

#42 (8 pages) "FinnAF Permanent Orders - Part 4" Squadron & Flight Badges (4 photos & drawings) and Special Markings (2 photos & drawings). "Finnish Navy" 21 photos of modern naval vessels.

#43 (8 pages) "Soviet Bombers in Finland" 7 pages including 7 photos and 15 side-view drawings (3 Russian SB-2; 2 Russian & 1 Finnish DB-3; 2 Russian, 1 German, & 3 Finnish Il-4; and 3 Finnish Pe-2).

#44 (8 pages) "FinnAF Permanent Orders - Part 5" 4 photos and 7 drawings of Squadron & Flight Badges. "Finnish Bu-133" 4 photos & one page of drawings of 'OH-SEA'. "Movie C-47s" 3 photos of a/c with Finnish roundels and 'invasion stripes'.

# FRANCE

LA VITRINE DU MAQUETTISTE (IPMS FRANCE, 3 rue de l'Amiral Roussin 75015 Paris; 4 issues 60FF surface, 80FF air; back issues 12FF; "La Lettre de l'IPMS" 25FF.)  
Nothing received since #16

# GERMANY

MITTEILUNGEN (IPMS GERMANY, Oertzenweg 12b, 1000 Berlin 37; DM 42.00 Europe, DM 49.00 USA, DM 55.00 Japan, DM 61.00 Australia)

1/83 (32 pages) "Neuheiten Report 1983" Of small air force interest are Airfix (1/72 Mil 24, Kamov 25), Italeri (1/72 F-5F), ESCI ((1/72 F-16A/B, F-4E/F, F-4C/J, RF-4C/E), Hasagawa (1/72 Mirage F-1C, Jaguar, a/c weapons, & ground equipment).

2/83 (32 pages) Nothing of small air forces interest.

3/83 (32 pages) "Tiger Meet 1982" 8 pages including photos of RAF Puma 'XW229', Canadian CF-104 '796', Belgian F-104G 'FX 20' & F-16A 'FB 03', and Italian F-104S '53-20' & 53-03'. Drawings of Corvettes HMCS Snowberry, USS Saucy, & HMS Bluebell.

# ITALY

IL NOTIZIARIO (IPMS ITALY, CP 182, 41100 Modena Ferrovial)

Nothing received since 3/4 81

JP-4 (CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere)

11/82 (100 pages) Photos: Portugese G.91K '5443'; UAE Police AB.212 '554' (color); Malaysian MB.339A (color); Greek F-4E '7047' (color); Argentine Pucara 'A-549' (color) and A.109 'AE-331' (color); Dutch P-3C (color); Danish F-100F 'GT-826'; Italian AB.212 '7-53' (color); and Kenyan Hughes 500 '518'. "IAE.24 Calquin" one page with scale drawing and photo 'A-72'.

12/82 (88 pages) Photos: Algerian L.100 '7T-VHL, Libyan C.130 '115', Venezulean G.222 (color), Pakistan Mirage 5 (color), Chinese MiG-19, Mexican B0-105, Swiss Pilatus Pelican 'HB-AEP' & P-4 'HB-AET', and Swedish JA-37 (color). "Harrier alle Falkland" 6 pages including 9 photos.

# NORWAY

LIMTUBEN (IPMS-NORWAY, PO Box 273, 2050 Jessheim; US\$ 9.00 in Europe and US\$ 11.00 in USA/Canada airmail)

1/77 (20 pages) "Curtiss Hawk 75A-6/8" 9 pages including 18 photos and 5 side-view drawings of Norwegian aircraft and one photo and 2 side-view drawings of Finnish aircraft. Photo Norwegian Otter 'WH-T'.

2/77 (24 pages) "Hawker Hurricane i Norske Farger" 9 pages including 21 photos and 7 side-view drawings. Two pages of drawings of Norwegian F-16. Photos: Norwegian Hawk 75A & F-84G.

4/77 (24 pages) "F-5 i Norge" 16 pages including 18 photos, 12 side-view drawings, 2 3-view drawings, and one page of 1/72-scale drawings of under-wing stores. Photo Norwegian Otter '063'.

1/80 (20 pages) "Norduy UC-64 Norsesman" 5 pages including 12 photos and 4 side-view drawings of Norwegian aircraft. Photos: Norwegian H-19 and Northrop N-3PB (color).

2/80 (28 pages) "Orion" 13 pages including 14 photos and 5 pages of drawings of Norwegian aircraft. Photos: Norwegian F-86K 'PL-W' & 'RI-Z' (color) and F-86F 'Y-MU' (color).

#### SOUTH AFRICA

AFRICAN AIR REVIEW (AVIATION SOCIETY OF AFRICA, PO Box 1413, Alberton 1450; 6 issues for US \$12.00)

8-11 82 (24 pages) "Aircraft of the SAAF - Avro 504" one page of text. "African Air Forces: Tanzanian People's Defence Force Air Wing - Jeshi la Wananchi la Tanzania" 3 pages including serials & histories for P.149D, DHC-3, DHC-4, DHC-5D, Piper Cherokee, Cessna 310Q, HS748, Cessna 404, & AB 206B; some data on Shenyang FT-2 (MiG-15UTI), F4 (MiG-17F), F6 (MiG-19SF), & F8 (MiG-21MF). The usual information on African air forces, e.g., Angola, Ciskei, Lesotho, Mocambique, Seychelles, Zambia, & Zimbabwe.

#### SPAIN

STAR KITS (Guitard, 43 6°. Barcelona-14 (ex Witardo), SPAIN; 12 issues 2.700 ptas in Europe and 3.100 ptas in America. Coordinator for the Americas: Georg von Rauch) Nothing received since 3 82

#### SWITZERLAND

VIRUS PLASTICUS (IPMS SWITZERLAND, Olivenstr. 2, 9320, Arbon; 4 issues for Sfr 24)

4/82 (34 pages) "Le Morane Suisse D-3801 - 1 ere Partie: La Maquette" 6 pages including 2 photos "J-190". "De Havilland DH-112 Venom (5): Camouflage & Marquage" 5 pages including 1/72-scale drawings and color chips. "Douglas DC-9 der Austrian A/L: Teil 1" 5 pages including 2 photos.

#### USA

WWI AERO (Leonard Opdycke, 15 Crescent Rd., Poughkeepsie, NY 12601; 5 issues \$15)

#92 Scale Special (84 pages) "Seat Belts", "A Mercedes Engine", "Plans Available", "SE5 Cockpit and Panels", "Cowlings for Rotaries", "Instruments", "A Camel Critique" (Hasagawa kit), "Fokker D.VII in Detail", "The Foster Mounting", and "A Scarff Ring for your Lewis".

#93 (84 pages) Photo Danish Avro 504K.

DIRTY PLASTIC (IPMS PHOENIX, 509 W. Camino Dr., Phoenix, AZ 85021; 4 issues for \$6.00.)

Nothing received since Winter 82/83

#### AIR INTERNATIONAL

Finland: The Unique Antiques of Tikkakoski. Vol.23 No.1

West Germany: The Marineflieger. Vol.23 No.6

India: Whale of a Fighter; The Su-7 in Indian Service. Vol.23 No.3

Compiled by Tor Scott (SAFCH #403), 168 59th Ave., Chomedey, Laval, P.Q., CANADA H7V 2B8

#### DE VLIEGENDE HOLLANDER

Sep. 82: Detailed information with color drawings on how to model a Dutch AF F.16. Highly recommended.

Oct. 82: Color photo of Dutch Navy P-3C '302'.

Nov. 82: Color photo of "The Grasshoppers" Alouette 3. Photo of Dutch F-16 'J-256' escorting a Russian Bear-D. Color photo of CAF CF-104 '104796' in Tiger colors.

Dec. 82: Photos of Dutch Force Ce.180 'JZ-CAA' and Dutch AF C-47 'X-4' in New Guinea 1962. Full-page color photo of Dutch F-16A 'J-256'.

#### BRITISH AVIATION REVIEW (including ROUNDEL)

Aug. 82: Photos of captured Argentine Army AB A-109 'AE334'; ex-FAF T-33 '16718' in Turkish AF colors. Complete run-down of Belgian AF SV-4B's.

Sep. 82: Photos of Sri Lanka AF Convair 440 'CR811', MiG-17 'CF905', Dove 'CS405', & Pioneer CC.1 'CC602'.

Oct. 82: Photos of Sri Lanka Ce.150 'CT151', Balliol T.2 'CA310', Dragonfly 'CH501'; Saudi AF VC-130H '111'; captured Argentine Army CH-47 'AE-520' and Argentine Coast Guard Puma 'PA-12'.

Nov. 82: Photos of Belgian AF L-21B 'LB-03'; El Salvador AF C-118 '302' (ex USAF clearly visible); Venezuelan AF Cessna 550 '0002'.

Dec. 82: Bits and pieces of SAFO interest. BAR is an interesting and useful magazine, but I find it had to do it justice in these short abstracts.

"Wanted: Correspondents to exchange information on B-25 Mitchels preserved around the world, especially in South America."

Ben Marselis (SAFCH #143), PO Box 5065, 2701 GB Zoetermeer, THE NETHERLANDS

# snippets

FROM

SEAR

A summary of South East Air Review from July 1982 to December 1982 is given below, compiled by Ben Marselis, P.O.Box 5065, 2701 GB Zoetermeer, Netherlands

Photos published (all B&W) are 1213 C130H UAE AF, 1100/ST-AIF C130H Sudan AF, 200 F5F Sudan AF, no serial ex WGAFF G91T 3459 for Portugal for spares, J1002 Jaguar T.2 Indian AF after returning to RAF, 37201 F84F Greek AF, AE331 ex Arg.Army A.109 in R.Marines markings

Bangladesh: received at least two ex Iranian AB.205's some time ago, which are now for sale;

Birma: Alouette 3's UB6101 to -6114 are c/n 1001, 1002, 1003, 1107, 1108, 1114, 1179, 1180, 1210, 1273, 1277, 1284, 1436 and 1966 resp.;

Bolivia: July SEAR gives a rundown of known information on Bolivia. Cessna U206G FNB003 is a Navy (!) a/c. The F86F's are/were 650 to 658 incl.;

Brasil: F80's were 4200 to 4232 incl. (33 a/c) including 4228 not which was w/o shortly after arrival in Brasil. PBV6A's are 6551 and 6552;

Burundi: SF260W's 9U-ZRA to 9U-ZRC are c/n 573 to 575. Four SF260TP have also been ordered;

Cape Verde: Two "Forza Aera Caboverdiane" AN26's seen in 1982 were FA-C and FA-R;

Chile: 12 Hunters were received ex-RAF in April 82. Known RAF serials are XE546, XE582, XF376, XF442 (w/o 20 Apr 82 as 743), XJ686, XJ688, XK137 and XK138.

Three Canberra PR7's were delivered in October, serials 341 to 343. Seen were C101BB's c/n BB02-04-65 and BB02-05-66, serials of which should be 404 and 405;

Colombia: September SEAR gives a rundown of known serials, bases etc. The C130B 1003 w/o 16 Oct 82 was carrying Kfir-spares;

Ecuador: SA342L Gazelles are (a.o.) AEE343, AEE348, AEE354 and AEE398. An SA.330 is AEE456, a UH-1 is AEE451;

India: September SEAR contains three pages of never-ending serial complications, together with details of the first 45 Gnats;

Iraq: Mirage F1's are F1BQ 4000 to 4005, F1EQ 4006 to 4060, while an additional 29 a/c were ordered. A B0105 is 3507 c/n S393 ex D-HDLI. Two MIL8's are 641 and 650; Jordan: the four Medevac S76's are ABLE1 to ABLE4 c/n's 76.0012 to 76.0015 resp. ex N4237S, N4238S, N4239S and N4241S resp.;

Malaysia: is changing its serial system: HS.125 FM1802 is now M24-02, C130H FM2405 is M30-05. The first three MB339's (out of 12 on order) are M34-01 to M34-03; Mexico: F5E's are 4001 to 4010 and F5F's are 4501 and 4502. Twenty CAP.10's were delivered in 82, serialised EPC150 to EPC169, c/n's 153 to 172 resp.;

Morocco: the 50 Mirage F1's are F1CH 126 to 155 and F1EH 156 to 175;

(Continued on page 80)

# Mosquito Night Fighters in Belgium

(Editor's note: This article first appeared in KIT #21, the magazine of IPMS-BELGIUM. It is reproduced here with the kind permission of the author and IPMS-BELGIUM.)

## Development of the Mosquito Night Fighter

The first radar-equipped Mosquito NF II flew on 15 May 1941. In September 1942, the improved A.I. Mk 8 radar was installed, and because this radar had a rotating antenna, the Mosquito now received a spherical nose. This became the Mosquito NF XII with the well-known "thimble nose". In January 1943, a new type of American radar, the SCR 720 (RAF type A.I. Mk 10), became available. This installation required a larger spherical nose which was officially called a "universal nose", but was unofficially referred to as a "bull nose". The first "bull nose" aircraft entered service at the end of 1943 and were given the type number NF XVII.

Also in 1943 a new Mosquito fighter bomber was developed from the NF II by modifying the wings and arranging for the carriage of bombs and drop tanks. The bomb bay was in the fuselage behind the four 20-mm cannons. The FB VI equipped with the A.I. Mk 8 radar became the NF XIII, while those equipped with the American SCR 720 radar became the NF XIX. These aircraft entered service in the middle of 1944.

When Rolls-Royce Merlin 72 or 76 two-stage engines were installed in the NF XIX it became the NF 30; the first NF 30 became operational on 13 June 1944. The Mosquito NF 30 entered service with the British, Belgian, French, and Israeli Air Forces. Belgium received 26, France 23, Israeli 1, and the RAF approximately 300.

The Mosquito NF 36 and 38 were developed after the war. The first type had R.R. Merlin 113 engines and an improved radar. The NF 38 also had R.R. Merlin 113/114 engines, but a different type of radar was installed, the A.I. Mk 9. The latter was sold to Yugoslavia but was not used by the RAF.

## The Mosquito NF 30 in Belgium Service

When the Belgium Air Force was re-established at the end of WWII, it was decided to operate approximately 15 squadrons of day fighters and three squadrons of night fighters.

The Mosquito NF 30 was selected to fulfill the role of night fighter. The aircraft purchased were not new, but ex-RAF aircraft that could be bought cheaply. The cost per aircraft was 3,310,00 Belgian francs; a very low price even at that time. Maintenance was to be carried out by "Usines Fairey" at Gosselies.

In the event, only two night-fighter squadrons were formed (10 and 11 Squadrons). Twenty-four aircraft were ordered (serials MB 1-24) for squadron service. Four additional aircraft were ordered to serve as "instructional airframes" at Saffraanberg and later at Tongeren. These instructional airframes consisted of one MK XVII, one MK XIX, and two MK 30.

The first NF 30 arrived in Belgium in November 1947, and the first aircraft were in squadron service with 10th Squadron at Bevekom on 25 May 1948. The first 22 operational aircraft (MB 1-22) had all been delivered by January 1949.

In 1951, two more aircraft (MB 23-24) were bought. These were delivered in 1953 at a time when the other aircraft were grounded because of faults in the engine mountings and excessive wear on the landing gear and stabilizers. MB 23 crashed in Britain before delivery.

Because there was not enough spare parts and because they had seen considerable prior service with the RAF, the serviceability of the Mosquitos was very low. In spite of all the problems, 10 Squadron participated in exercises at Evere on 12 June 1949 with six NF 30. The

squadron's Mosquitos participated in many other exercises including: "Bull Dog" at West Malling, England, from 25 June to 3 July 1949; "Cupola" and "X-Ray" in 1950, "Umbrella" and "Circus" in 1951, and "Coronet" and "June Primer" in 1952.

Serviceability reached its highest point at the end of 1952 with 17 aircraft operational: MB 1, 2, 4, 5, 8, 10, 11, 12, 15, 16, 17, 19, 20, 21, 22, 23, and 24. The following aircraft participated in "air-to-air" exercises at Koksijde in May 1952: MB 2, 5, 11, 12, 19, and 20.

In the summer of 1952, the Meteor NF II began to enter service with 11 Squadron, so all Mosquitos were transferred to 10 Squadron. Strangely enough, the aircraft codes on the Mosquitos were not changed so that until the end of their career, some Mosquitos still flew with the codes of 11 Squadron. To make matters more confusing, the first Meteor NF II delivered carried the codes of 10 Squadron. It was not until some time later that their codes were changed to that of 11 Squadron.

The Meteors were flown mainly by young pilots, while the older, more experienced pilots went on flying the Mosquitos to tow targets and to calibrate navigation beacons.

In 1953 money was made available to install improved IFF in all the Mosquitos, but a short time later all Mosquitos were grounded. Despite all efforts to make them flyable again, only MB 24 continued to fly. This aircraft flew until 1957, when it was put on display at the Royal Army Museum in Brussels. It can still be seen today; the only example of a night fighter Mosquito left in the world.

The Mosquito NF 30 was officially withdrawn from service on 17 October 1956. The 13 remaining aircraft were sold for scrap. These were MB 1, 2, 4, 8, 11, 12, 15, 16, 17, 20, 21, 22, and 24. In fact, MB 8 had already been written off in 1955 at Evere after its return from Saffraanberg. The aircraft were cut to pieces; the instruments, oxygen-, hydraulic-, deicing-, and electrical equipment were saved and used as spare parts for Oxfords and Meteors. This was the end of the career of a once famous aircraft; an end without glory, only tears.

## Mosquito Operations

The Mosquitos were used for air interception, intruder missions, low-level missions, and ground-controlled interceptions. Air-to-air exercises were often held at Koksijde and Cazaux (France). The Mosquitos were also used as target ships for the Meteor NF 11 and they served as beacons for ground radar.

It was a true sensation to fire the four 20-mm cannons of a Mosquito. The wooden floor rocked and the whole cockpit shook. The crews firing these cannons for the first time had the impression that the aircraft was going to fall to pieces. During exercises, each cannon had 50 rounds of ammunition.

## History of the Belgium Night Fighter Squadrons

10 Squadron. Serial: ND. Badge: Dragon.

Established at the end of 1946 as 361 Squadron, it became 10 Squadron on 1 February 1948. The first four Mosquito NF 30 were delivered in May 1948. During 1955, when the Mosquitos were grounded, the pilots of 10 Squadron flew Meteor T 7 and F 8. The first Meteor NF II were delivered to 11 Squadron in the summer of 1952, but it was only after the second batch of Meteors had been delivered did 10 Squadron relinquish their Mosquitos. The Meteors were, in turn, exchanged for CF 100 Canucks in 1957.

Up until 1951 the serial and squadron codes were painted in black, after that date they were painted in white. The Mosquitos of 10 Squadron had black spinners with a

red band near the propeller.

11 Squadron. Serial: KT. Badge: Bat.

This squadron was established 1 July 1951 at Bevecom. They first flew Mosquito LF 30, converging to Meteor NF II in 1952. The Meteor NF II served until they were replaced by the CF 100 Canuck. These latter aircraft served until 3 November 1960 when the squadron was disbanded.

The Mosquitos of 11 Squadron had a black spinner with a blue band near the propeller. Their Mosquitos carried white serials.

#### INDIVIDUAL AIRCRAFT HISTORIES

##### MB 1

RAF service: (NT446) d/d 4.2.45; with 68 Sqdr 27.2.45 to 4.5.45.

BAF service: d/d 13.11.47; with 10 Sqdr (ND-B) and 11 Sqdr (KT-V after 1951); declassified at Beauvechain 17.10.56 and sold for scrap.

##### MB 2

RAF service: (MM768) d/d 1.8.44; with 410 Sqdr 14.8.44 to 6.11.44.

BAF service: d/d 21.11.47; with 10 Sqdr (ND-H) and 11 Sqdr (KT-Q after 1951); declassified at Beauvechain 17.10.56 and sold for scrap.

##### MB 3

RAF service: (NT322) d/d 1.12.44; with 68 Sqdr 4.2.45 to 3.5.45.

BAF service: d/d 22.1.48; with 10 Sqdr (probably did not carry codes); crashed at Beauvechain 9.6.49; to Evere 20.7.49. Total flight time: 129 hr.

##### MB 4

RAF service: (NT300) d/d 21.11.44; with 456 Sqdr 28.12.44 to 26.6.45.

BAF service: d/d 23.1.48; with 10 Sqdr (ND-C) and 11 Sqdr (KT-T after 1951); declassified at Beauvechain 17.10.56 and sold for scrap.

##### MB 5

RAF service: (NT368) d/d 11.1.45; with 68 Sqdr 1.2.45 to 4.5.45; code WM-L. Destroyed a Ju 188 over the North Sea 3.3.45.

BAF service: d/d 28.1.48; with 10 Sqdr (ND-P after 1951); crashed at Beauvechain 5.12.52.

##### MB 6

RAF service: (NT465) d/d 3.9.44; with USAAF in North Africa 3.11.44 to 14.6.45.

BAF service: d/d 4.2.48; with 10 Sqdr (probably did not carry codes); crashed at Beauvechain 15.6.49; to Evere 25.7.49. Total flight time: 268 hr.

##### MB 7

RAF service: (MV559) d/d 1.11.44; with 151 Sqdr 9.11.44 to 10.12.45; code DZ.

BAF service: d/d 4.2.48; with 10 Sqdr (probably did not carry codes); fatal crash at Pietrebais (near Beauvechain) 25.11.49; to Evere 29.11.49. Total flight time: 405 hr.

##### MB 8

RAF service: (MT491) d/d 20.9.44; with 85 Sqdr 1.10.44 to 10.12.44; suffered accident and repaired.

BAF service: d/d 10.2.48; with 10 Sqdr (ND-H after 1951); declassified at Beauvechain 4.12.53; to Technical School at Saffraanberg 9.4.54 without engines, instruments, radio, armament, and electrical equipment for instruction of woodworkers; to Evere 27.10.55 and sold for scrap. Total flight time: 728 hr.

##### MB 9

RAF service: (NT314) d/d 29.11.44; with 488 Sqdr 3.1.45 to 22.2.45; suffered accident and repaired; with 410 Sqdr 26.4.45 to 16.6.45; destroyed a Ju 86 on the night 26/27.3.45.

BAF service: d/d 11.3.48; with 10 Sqdr (probably did not carry codes); crashed at Wevelgem 14.10.49.

##### MB 10

RAF service: (MT499) d/d 23.9.44; with 307 Sqdr 4.11.44 to 9.11.44; with 406 Sqdr 9.11.44 to 8.11.45.

BAF service: d/d 6.4.48; with 10 Sqdr; crashed at Beauvechain 28.8.52; to Evere 5.3.53 and declassified 29.10.53. Total flight time: 560 hr.

##### MB 11

RAF service: (NT377) d/d 7.1.45; with 410 Sqdr 7.1.45 to 16.6.45.

BAF service: d/d 29.6.48; with 10 Sqdr and 11 Sqdr (KT-O after 1951); declassified at Beauvechain 17.10.56 and sold for scrap.

##### MB 12

RAF service: (NT384) d/d 14.1.45; with 68 Sqdr 4.2.45 to 4.5.45.

BAF service: d/d 22.7.48; with 10 Sqdr (ND-C after 1951); declassified at Beauvechain 17.10.56 and sold for scrap.

##### MB 13

RAF service: (NT317) d/d 1.12.44; with 68 Sqdr 4.12.44 to 4.5.45; code WM-J.

BAF service: d/d 26.8.48; with 10 Sqdr and 11 Sqdr (KT-S after 1951); crashed at Chaumont-Gistoux (near Beauvechain) 30.9.51 during exercise "Cirrus"; to Evere 5.10.51. Total flight time: 136 hr.

##### MB 14

RAF service: (NT362) d/d 4.1.45; with 239 Sqdr 2.2.45 to 18.7.45; stationed at West Raynham; code HB-S.

BAF service: d/d 9.9.48; with 10 Sqdr; crashed at Beauvechain 25.8.50. Total flight time: 234 hr.

##### MB 15

RAF service: (NT375) d/d 5.1.45; with 68 Sqdr 22.1.45 to 1.5.45.

BAF service: d/d 9.9.48; with 10 Sqdr (ND-J after 1951); declassified at Beauvechain 17.10.56 and sold for scrap.

##### MB 16

RAF service: (NT387) d/d 19.1.45; with 456 Sqdr 20.2.45 to 26.6.45.

BAF service: d/d 16.10.48; with 10 Sqdr (ND-K); declassified at Beauvechain 17.10.56 and sold for scrap.

##### MB 17

RAF service: (NT501) d/d 28.2.45; with 219 Sqdr 24.3.45 to 4.1.46; code FK-D.

BAF service: d/d 21.12.48; with 10 Sqdr and 11 Sqdr (KT-R after 1951); returned to Fairey factory at Ringway Airport (Manchester) 22.12.51 for complete refurbishment; declassified at Beauvechain 17.10.56 and sold for scrap.

##### MB 18

RAF service: (NM757) d/d 26.7.44; with 410 Sqdr 18.8.44 to 11.10.44; suffered accident and repaired.

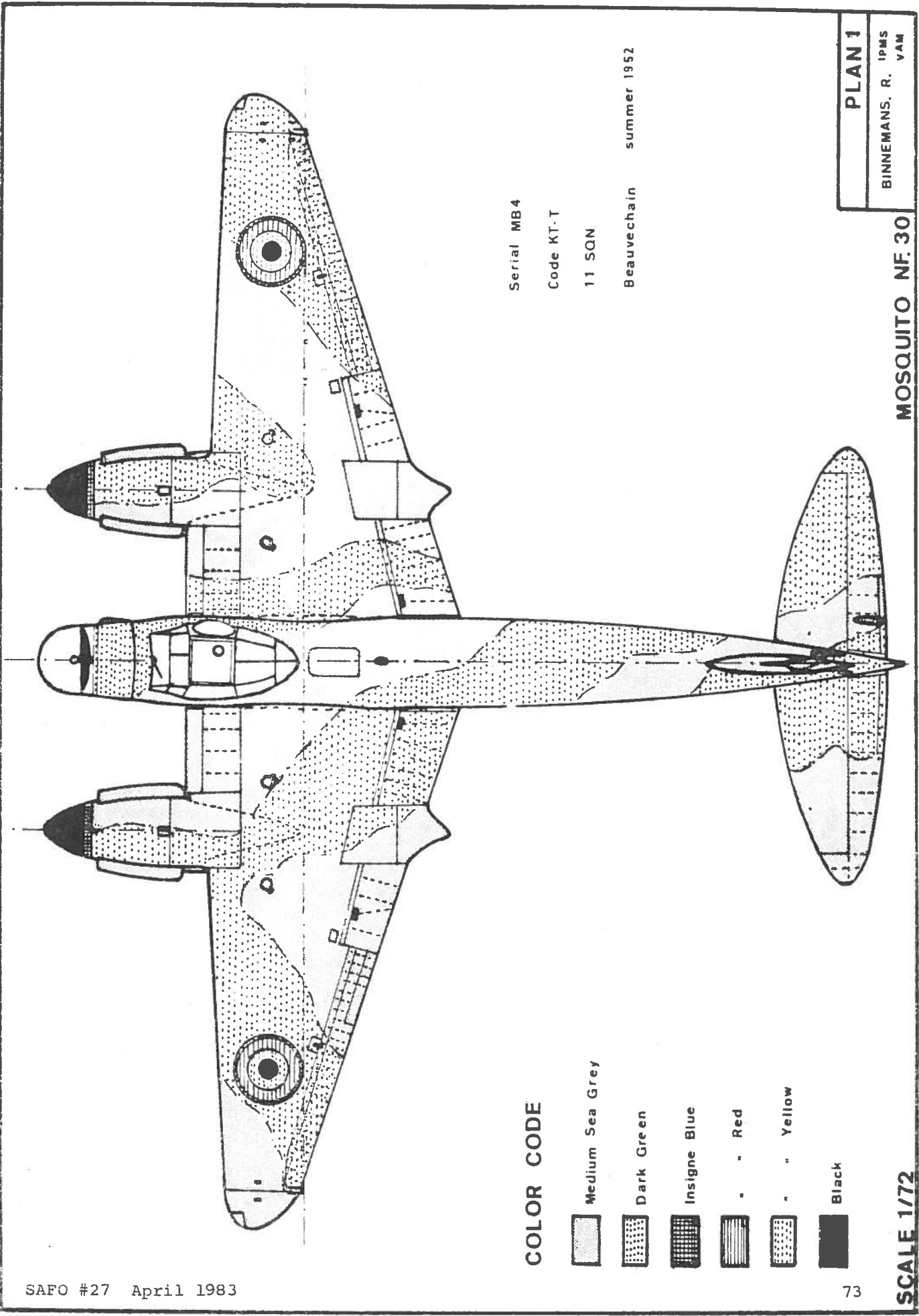
BAF service: d/d 21.12.48; with 10 Sqdr (ND-I); collided with an RAF Wellington at night during exercise "Emperor" and crashed into Herne Bay between Margate and Chatham; declassified 25.10.50.

##### MB 19

RAF service: (NT275) d/d 2.12.44; with 410 Sqdr 9.2.45 to 16.6.45.

BAF service: d/d 21.12.48; with 10 Sqdr (ND-A after 1951); returned to Fairey factory at Ringway Airport (Manchester) 28.6.51 for overhaul; crashed at Beauvechain 5.12.52 (lost pneumatic pressure and landed without brakes; ran out of runway and landing gear collapsed); to Evere 22.1.53; declassified at Evere 29.10.53. Total flight time: 490 hr.

(Continued on page 79)



Serial MB4

Code KT-T

11 SQN

Beauvechain summer 1952

COLOR CODE

- Medium Sea Grey
- Dark Green
- Insigne Blue
- Red
- Yellow
- Black

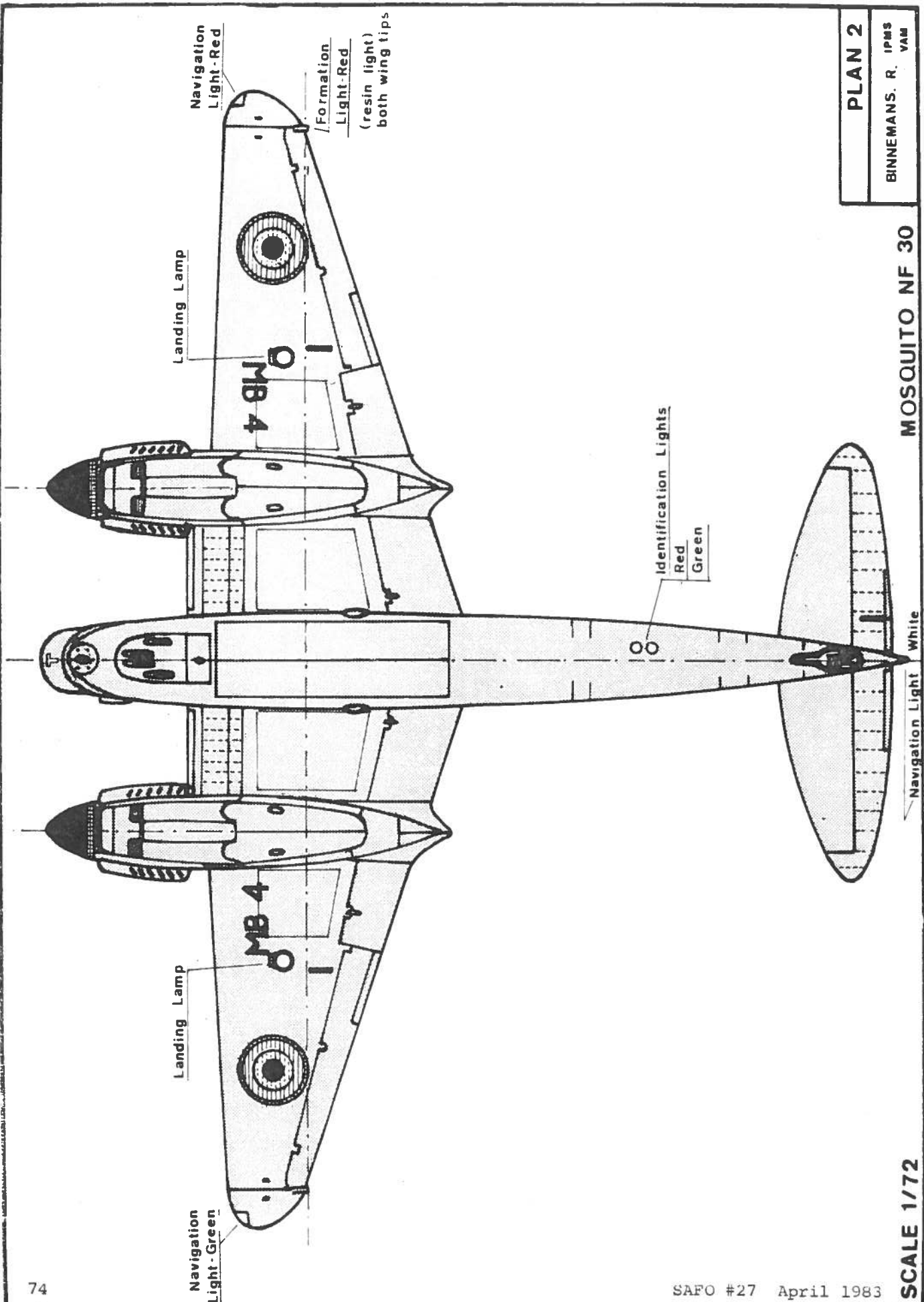
PLAN 1

BINNEMANS, R. IPMS  
VAM

MOSQUITO NF.30

SCALE 1/72



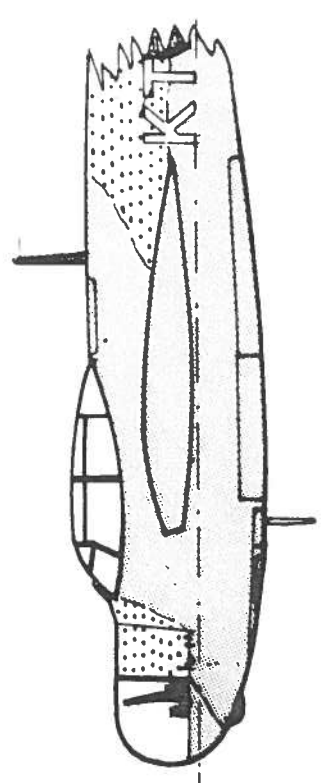
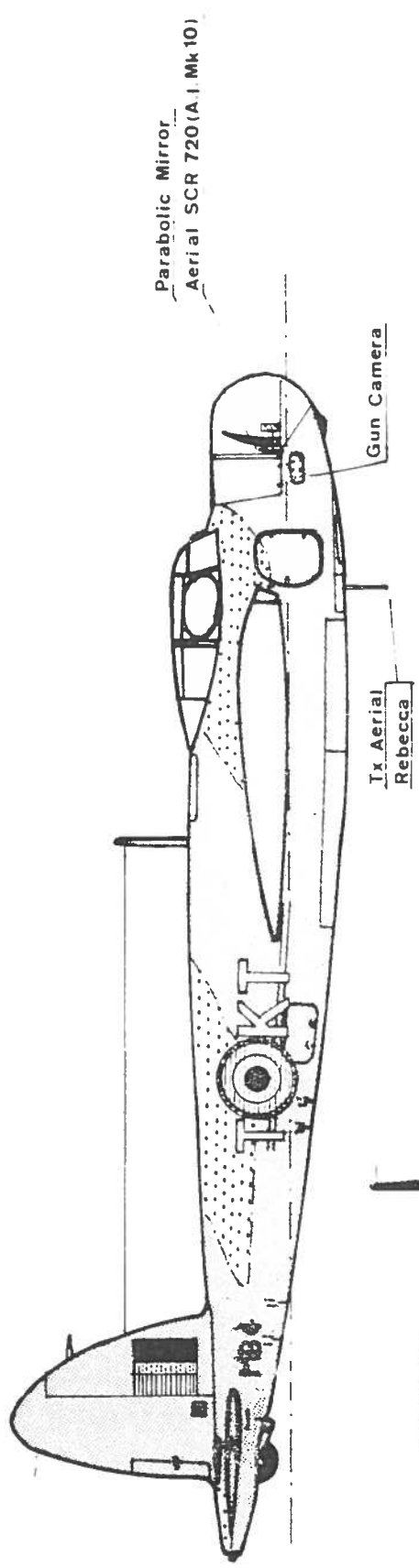
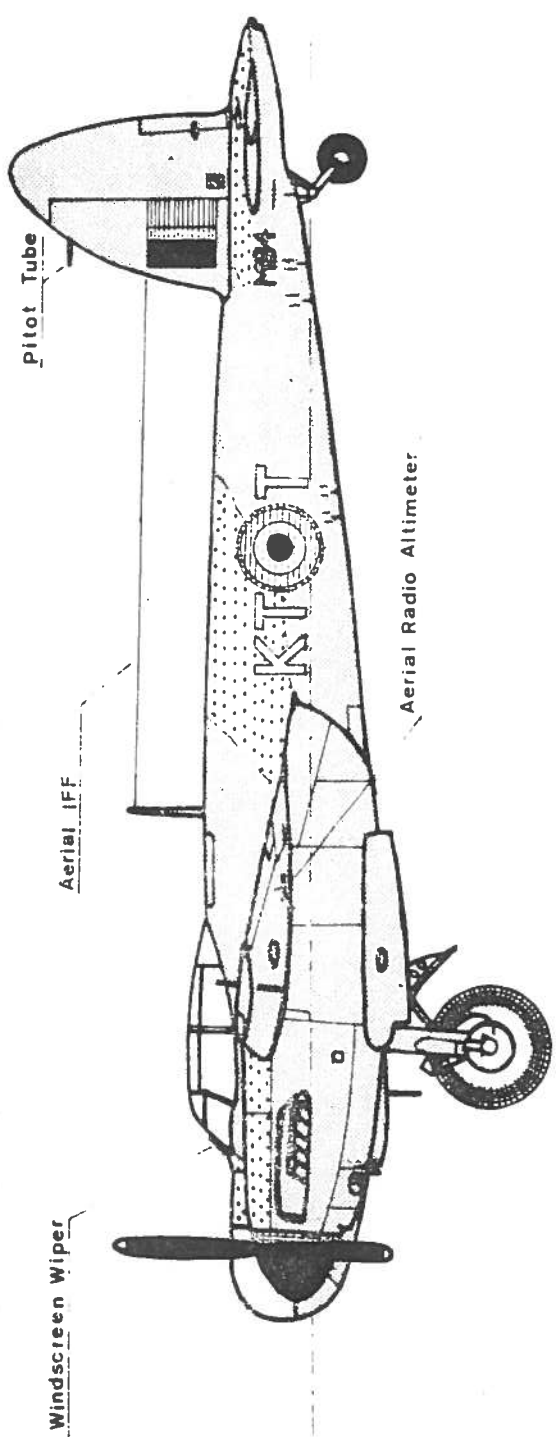


MOSQUITO NF 30

PLAN 2

BINNEMANS, R. IPMS  
VAM





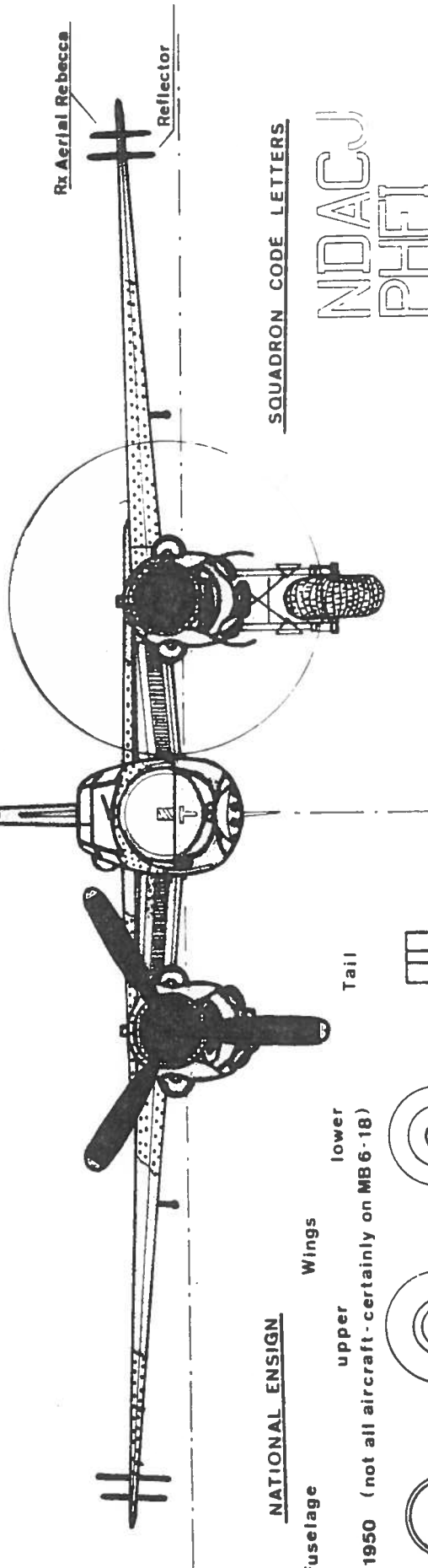
PLAN 3

BINNEMANS. R. IPMS VAM

MOSQUITO NF.30

10 SMD.

11 SMD.



NATIONAL ENSIGN

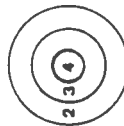
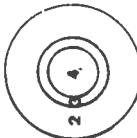
Fuselage

Wings

upper

lower

pre 1950 (not all aircraft - certainly on MB 6-18)



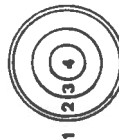
Tail



Post 1950



upper & lower



1 INSIGNE BLUE

2 RED

3 YELLOW

4 BLACK

AIRCRAFT SERIAL NUMBERS

**MB1234567890**

MB1234567890

SQUADRON CODE LETTERS

NDACJ  
PHFI

KTVDO  
RSM

Rx Aerial Rebecca

Reflector

**PLAN 4**

BINNEMANS, R. IPMS  
VAN

**MOSQUITO NF. 39**

**SCALE 1/72**

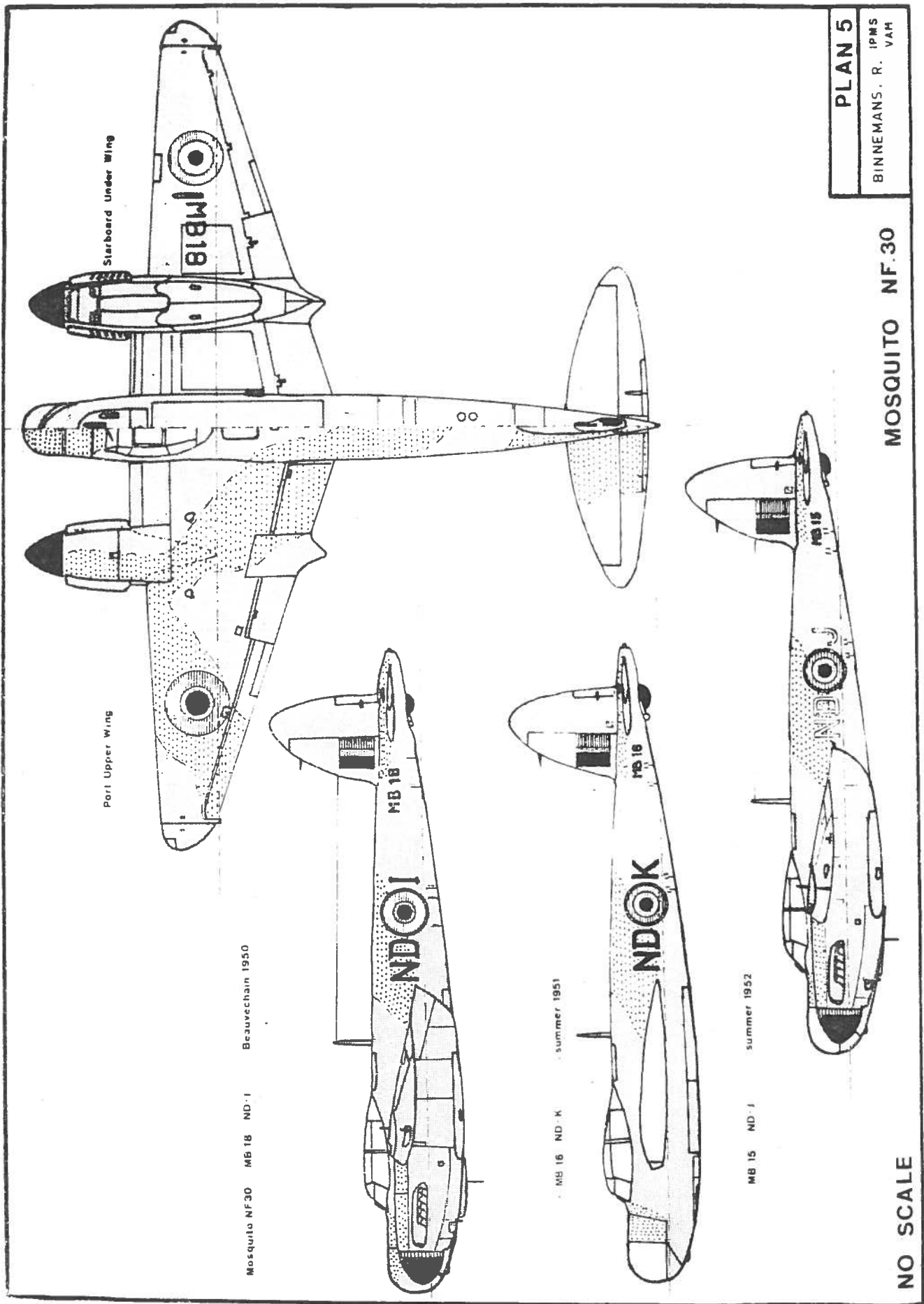
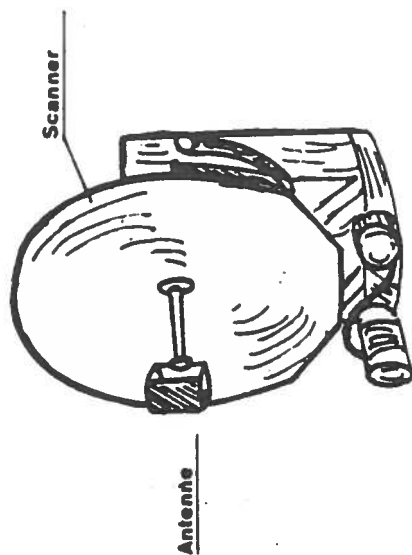
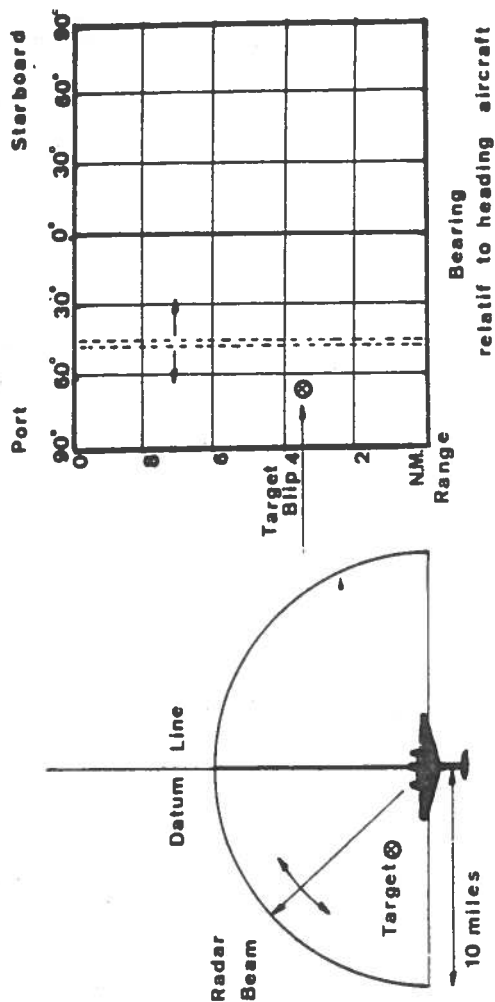


FIG "A"



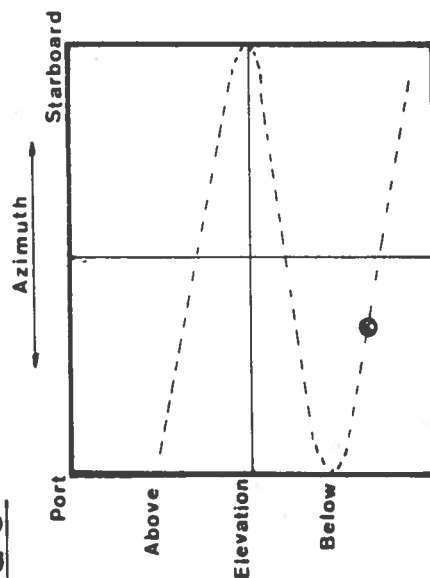
RADAR ANTENNE

FIG "B"



"B" SCOPE PRESENTATION

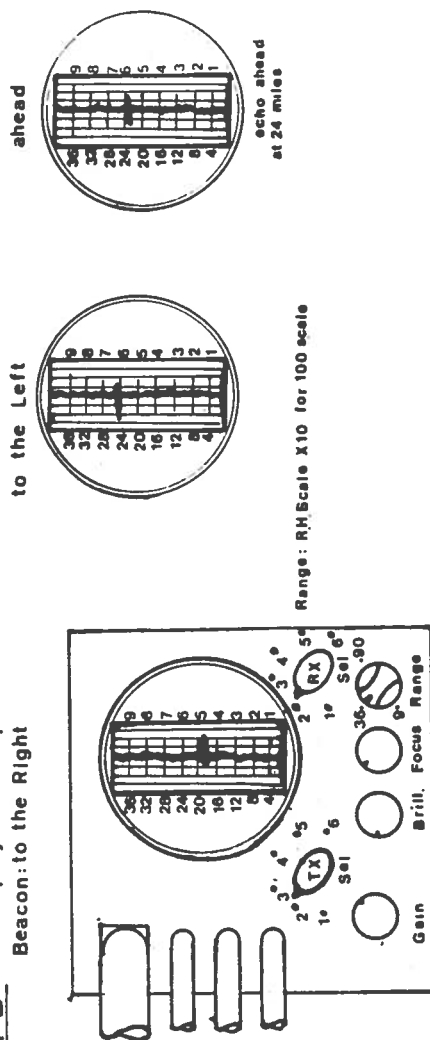
FIG "C"



Spot movement synchronised with scanner, target response gives bright lit up

"C" SCOPE PRESENTATION

FIG "D" Display on Scope Beacon: to the Right



TYPICAL "REBECCA" UNIT

NO SCALE

MOSQUITO NF.30

PLAN 6

BINNEMANS. R. 1983  
VAM

MB 20

RAF service: (NT330) d/d 11.12.44; with 85 and 239 Sqdrs 8.1.45 to 24.7.45. Destroyed a Bf 110 over Goch on the night of 7/8.2.45 and a Ju 188 over Nuremberg on 17/18.3.45.

BAF service: d/d 21.12.48; with 10 Sqdr (ND-E before 1951); declassified at Beauvechain 17.10.56 and sold for scrap.

MB 21

RAF service: (MM687) d/d 31.5.44; with 456 Sqdr 9.12.44 to 26.3.45; suffered accident and repaired.

BAF service: d/d 21.2.49; with 10 Sqdr (ND-J before 1951); declassified at Beauvechain 17.10.56 and sold for scrap.

MB 22

RAF service: (NT332) d/d 9.12.44; with 456 Sqdr 28.12.44 to 26.6.45.

BAF service: d/d 12.1.49; with 10 Sqdr and 11 Sqdr (KT-M after 1951); returned for general inspection 21.2.52; declassified at Beauvechain 17.10.56 and sold for scrap.

MB 23

RAF service: (RK935) d/d 5.5.45; not operational, all time spent with maintenance units.

BAF service: Sold to Belgium 29.11.51 as part of "Western Union Pact"; crashed in England 11.6.53 before delivery; remains transferred to Sheppards Grove and transported by air to Wavelgem on 8 and 14.12.53 in two C-119s (CP-1 & CP-5); to Evere for declassification. Total flight time: 3 hr.

MB 24

RAF service: (RK952) d/d 25.5.45; not operational, all time spent with maintenance units.

BAF service: Sold to Belgium 31.10.51; delivered in 1953; with 10 Sqdr (ND-N); declassified at Beauvechain 17.10.56; to Musée de L'Armée 17.3.57; repainted at Koksijde in 1968. This was the last Mosquito NF to fly with the BAF. It is still at the Museum and is presently being restored. It is the only existing example of a Mosquito Night Fighter in the world.

Instructional Airframes

Mosquito NF XVII (a MK II brought up to MK XVII standards)

RAF service: (HK327) d/d 26.8.43; with Radio & Radar Research Flight 2.10.43 to 30.5.47; instructional airframe serial 6343M.

BAF service: Sold to Belgium 30.5.47; to Anvers on SS Springeragl 19.10.47; to Saffraanberg.

Mosquito NF XIX

RAF service: (MM631) d/d 23.3.44; with Radio & Radar Research Flight 8.5.44 to 21.6.46; instructional airframe serial 6157M.

BAF service: to Brustem 29.7.47.

Mosquito NF 30

RAF service: (NT450) d/d 9.2.45; with 125 Sqdr 27.2.45 to 22.11.45; code VA-B; 264 Sqdr 22.11.45 to 16.4.46, 504 Sqdr 23.1.48 to 9.8.48; code RAD-0.

BAF service: d/d 6.1.49; to Technical School at Tongres 24.2.49; to Evere 8.8.52, declassified at Evere 29.10.53 and sold for scrap. Total flight time: 344 hr.

Mosquito NF 30

RAF service: (NT563) d/d 4.4.45; with 141 Sqdr 21.4.45 to 25.8.45, with 504 Sqdr 23.3.48 to 9.8.48.

BAF service: d/d 10.12.48; to Technical School at Tongres 3.3.49; to Evere 8.8.52; declassified at Evere 29.10.53 and sold for scrap. Total flight time: 129 hr.

Rudy Binnemans (SAFCH #523), Te Couwelaarlei 103 bus 21, B-2100 Deurne, BELGIUM

-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-

"In answer to your questions concerning the Venezuelan Air Force Museum, I am enclosing a copy of a leaflet given to me at the Museum. They probably know little more about these aircraft than is written here. Regarding the MS parasol aircraft; it is a MS 147 primary trainer that was used from 1927 until 1943. The other aircraft you asked about is a Breguet 273 light bomber. On 12 August 1929, three machines of this type attacked the Cumana Beachhead of Colonel Roman Delgado Chalbaud with 22-lb bombs and machine-gun fire. Originally the MS and the Breguet were probably both painted French dark chocolate or dark green and carried four roundels on the wings. The colors of the roundel were (and still are) yellow outside, medium blue center, and medium red inner. The tail carried the same colors in bands of equal width with the yellow band uppermost. As they are now displayed, these aircraft are dark olive drab overall with seven stars added to the blue rudder band. The MS 147 also carries a fuselage roundel which appears to have been added for museum purposes.

"It is not easy to get this kind of information. The military here is not as open as they are in the US or Great Britain. Also, the Museum has a small budget, just enough to 'keep the airplanes there'. All the planes kept outside are either natural metal or silver doped, but they may not have been in these colors all their life.

"I need some information for a model of the SG 38 Glider that I am building. Perhaps one of your readers could provide the following information for my cardex file: Country of origin (Germany or Austria); overall color (cream for pre-WWII gliders, I believe); any codes applied (I think the Germans used a letter and 4 digits, but the drawings of the Austrian machine from the OFH show no codes); how many were built and any other remarks of interest for my files."

(Editor's note: The following is a list of aircraft

on display at the VAF Museum: Caudron G-3, Breguet 273, Fairchild PT-19, Ryman Autogiro, Stearman PT-17, Morane Saulnier 147, Berfalkner (glider), Ryan Flamingo (replica), Dove, Beechcraft AT-11, Douglas C-47, Douglas DC-3, Bell UH-47J, F-86F Sabre, Sikorsky S-55, F-86K, B-25 Mitchel, P-47 Thunderbolt, Sikorsky S-51, North American T-6G, Vultee (basic trainer), Venon, Vampiro (2 a/c), & P-51.)

Armando Gil (SAFCH #543), Aptdo. 19.101 Quinta Crespo, Caracas = 1014- A + D.F., VENEZUELA

"With reference to my Progress Report on the Hughes 500 (SAFO #21). Frankly, the response has been pathetic. In fact, the only reply I have received has been from Roger Eberle (SAFCH #358) who furnished me with a photo of a Nicaraguan aircraft.

"Through searching every magazine available here, I have managed to complete schemes for 50% of the user countries. In the hopes of getting some information on the countries not covered, I would like to make a special offer. I have some spare copies of the decal sheets issued by Scale Aircraft Modelling magazine. I will exchange one sheet of these decals for photographs of any of the following: (in descending order of priority) Haiti, Dominican Republic, Colombia, Bolivia, Argentina, and Sierra Leone. The decals I have available are as follows: Irish Air Corps (2), Rhodesia (2) plus an original copy of the magazine in which the latter sheet appeared. I will also provide a photo-copy of the article accompanying the decal."

(Editor's note: The lack of response is unusual for the SAFCH. I wonder if it could be due to the subject or to the geographical remoteness of the author. In any case, I hope that the members will assist in this project with or without the reward.)

Colin Burgess (SAFCH #402), 2 Conway Street, Crystal Park, Benoni 1500, Republic of South Africa

# Israeli F-51D Mustangs

Fig. 1. #41 in markings of the Israeli War of Independence 1948/49. Natural metal overall, with black anti-glare panel, red-and-white striped rudder, and red forward portion of spinner. The stripes around the fuselage consist of a black stripe flanked by two white stripes. National insignia appear only on the fuselage. The aircraft serial, as opposed to identification number, is applied to the rear of the fuselage in small numbers and appears to be '2304', but this is not certain. All aircraft illustrated in this article have bomb racks and provisions for rocket rails (3 HVAR) under each wing.

Fig. 2. #3605 shown in the markings carried on its delivery flight from Sweden in April 1953. All red spinner and small star on large white disk. This is the only aircraft illustrated which has the national insignia outlined. No marking on the wings.

Fig. 3. #43 in the early 1950's. Similar to #41 above except for the small insignia carried in the standard six positions. Also note the location of the serial '2306'.

Fig. 4. #47 with large insignia and large serial '2310'. Note shape of the anti-glare panel around the windshield. The tip of the vertical fin is unpainted.

Fig. 5. #03 is unlike those illustrated above in that the last two digits of the serial coincide with the individual aircraft number. Squadron badge on the left side is as shown; for details see Fig. B. For location of badge on the right side see the next illustration. Note the different way in which the rudder stripes are painted.

Fig. 6. #12 showing the location of the squadron badge on the right side of the aircraft.

Fig. 7. #11 has no serial on the rear fuselage. Note the shape of the exhaust flash and the all-red spinner.

Fig. 8. #19 in markings worn during the Sinai Campaign, 1956. It was one of nine Mustangs lost in action during that campaign. Bands encircling fuselage and wings (inboard of the insignia) are yellow with thin

black edges. Camouflage colours were non-standard as the blue-gray was replaced by medium-green. (Although Born in Battle magazine captions this aircraft as being flown by Capt. Y. Atkes when it was shot down, this is not the case. He was flying Mustang #73 at the time of his death. The author would be interested in hearing from anyone who has information about #73.)

Fig. 9. #39, a photo-Mustang in standard camouflage scheme and colours, with red spinner. Note the unpainted canopy frame and small insignia. This aircraft eventually became a gate guardian and a squadron badge was then added (dark circle behind the exhaust) and red and white stripes were added to the rudder; see #38 below.

Fig. 10. #54 in standard scheme. In 1964 this aircraft was sent to Sweden, where it is now part of the Swedish AF Museum collection, in Swedish markings of course.

Fig. 11. #41 also in standard scheme, with unpainted canopy frame and squadron badge on fin (both sides). This aircraft eventually ended up in England where it is being restored.

Fig. 12. #146 in standard scheme, but with unusual three-digit identification number.

Fig. 13. #38 in standard scheme but with unusually styled fuselage numbers and red and white rudder stripes.

Fig. A. Upper plan of the standard camouflage pattern. Differences existed amongst individual aircraft. Some had the colours reversed, some had mirror images, while others had a combination of these.

Fig. B. Squadron badge: white skull and black plumage all on a red disk with black outline. Small '101' in white beneath the skull.

Z. Margulies (SAFCH #264), P.O. Box 346, Toorak, Vic., 3142 AUSTRALIA

## SNIPPETS FROM SEAR (Continued from page 70)

Nicaragua: C212's are 221 (ex 420, AN-BSX) and 222 (ex 421, AN-BSV). The other three, 422 ex AN-BSY, 423 ex AN-BSZ and 424 ex AN-BSW have all been w/o;

Panama: C212's delivered July 1982 were FAP220 and FAP-225 c/n's 212A-31-2-241 and C212A-31-3-243 resp. UH1H's seen in 82 were 103, 104, 105, 107, 108. Three Otters delivered in March 74 were 55-3255 (c/n 97), 55-3258 (c/n 100) and 57-6107 (c/n 225) which were delivered to Costa Rica Coast Guard shortly after arrival;

Peru: November SEAR contains details of the 36 Canberras. Mirage VP 101 was w/o 22 Mar 77;

Portugal: T38A's 2607 to 2612 are ex-USAF 61-0815/0837/0840/0867/0872 and 0903 resp.;

Saudi Arabia: Ce.172's 802 to 812 were seen in Dec.80.

First SA365F is c/n 6014, three more SAR versions and 20 ASW versions are to follow;

South Korea: C123J's include ex USAF 64389, 64391 to 64394 and 64396;

South Vietnam: U17B's so far were 63-13015 to -13039, 65-12908, 65-12910 to -12913, 66-13302, 66-13303, 66-13309 to -13313, 67-14497, 67-22535, 69-7309 to -7311, 71-1439 to -1442, 71-1449 and 71-1450;

Tanzania: Four PA28's delivered in 71 were c/n 28-7125307, -7125312, -7125323 and -7125329, serials JW9301 to JW9304 but the order is not known. JW9305 and JW9306 were delivered in 73 and are c/n 28-7325353 and -7325355 resp.;

PC-7 production so far:(Swiss AF A901 is a converted P3-05 ex A871 c/n 509). c/n 101 HB-HAO, 102 to 109 for Birma, 110 to 121 Bolivia, 122 to 129 Mexico, 130 to 135 Guatemala, 136 to 137 Switzerland, 138 to 145 Birma,

146 to 193 Iraq, 194 to 223 Mexico, 224 to 229 Guatemala 230 to 239 Chile, 240 to 243 Iraq, 244 Birma (replacement for a w/o), 245 to 268 Bolivia, 269 to 285 Mexico, 286 to 299 UAE, 300 to 311 Angola, 312 to 349 Switzerland, 350 to 393 Malaysia, 394 HB-HOO;

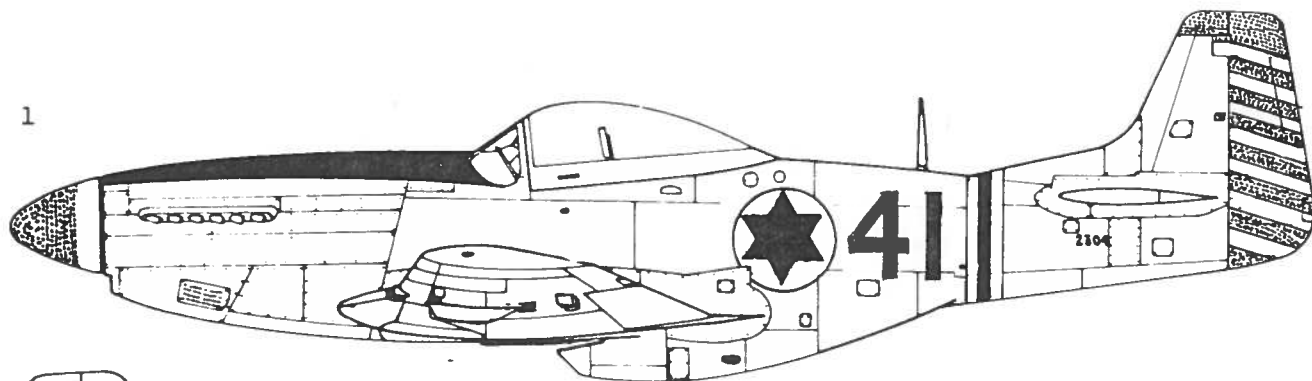
F-5 production Fiscal Year 1978:

78-0028 to -0037 F5E c/n VII153 to VII162 CNAF	
-0770 to -0773 F5E	R1371, R1372,
	R1374, R1375 Thailand
-0774 to -0787 F5F	W1021 to W1034 ROKAF
-0789 to -0794 F5E	R1376 to R1381 Jordan
-0795 to -0798 F5E	R1382 to R1385
-0799 to -0801	
-0802 to -0803 F5F	W1035 to W1036 Jordan
-0804	
-0814 to -0817 F5E	Indonesia
-0822 to -0823 F5F	Indonesia
-2435 to -2436 F5F	W1017 to W1018 Jordan
-2447 F5E	Malaysia (replacement)

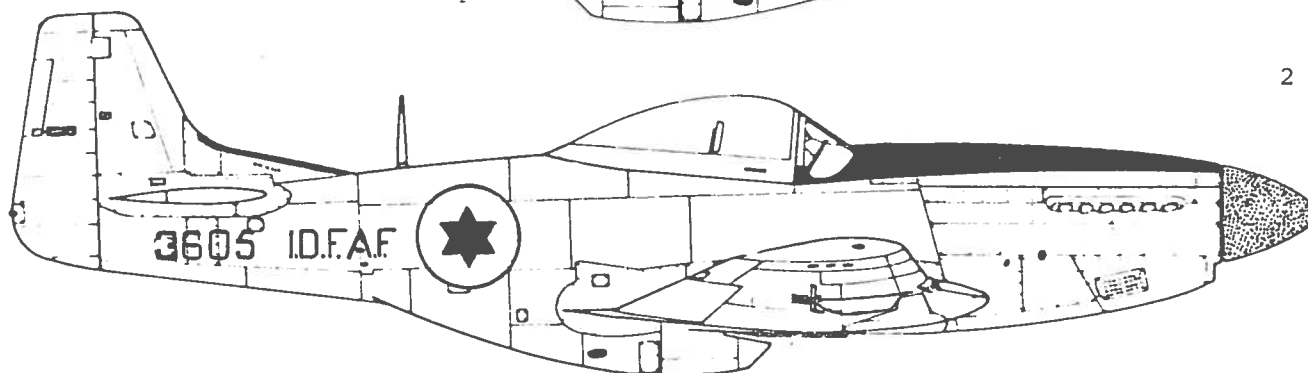
"I thought our readers might be interested in a photo reference for the drawing of the Congo T-28 which appeared in SAFO #26. A photo of 'FA-067' appears in SOLDIER OF FORTUNE, June '82, with an article that contains a lot of good historical background on the Congo Crisis. Back issues of this magazine can be obtained from the publisher; PO Box 693, Boulder, CO 80306"

Mike Engler (SAFCH #578), 3521 San Jose Lane, Santa Barbara, CA 93105

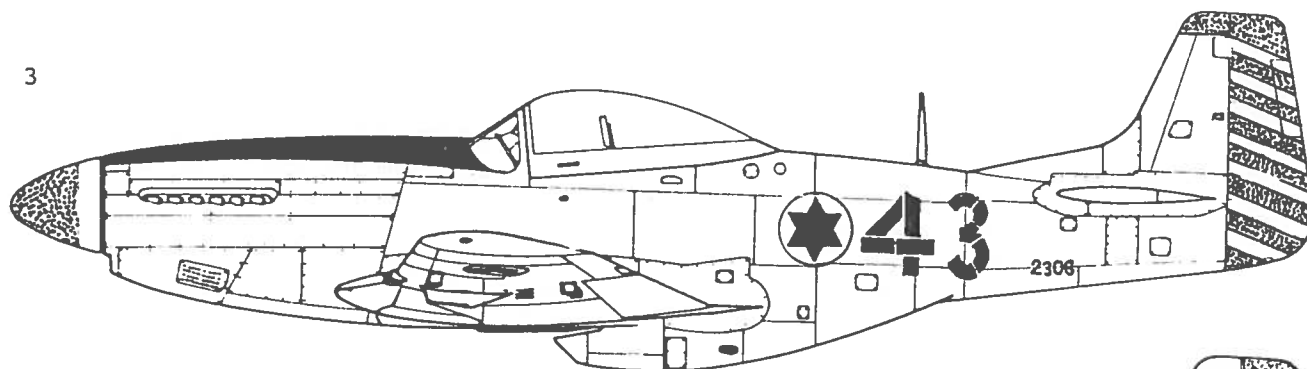
1



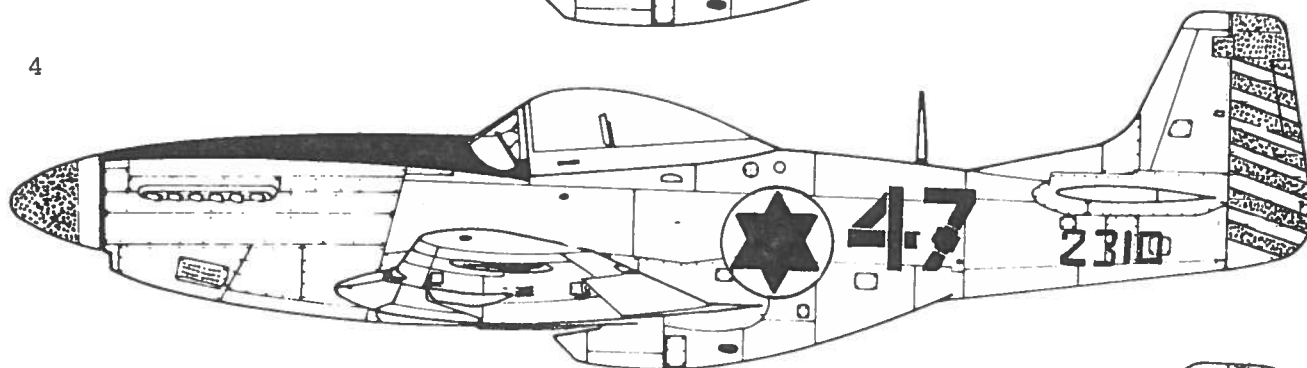
2



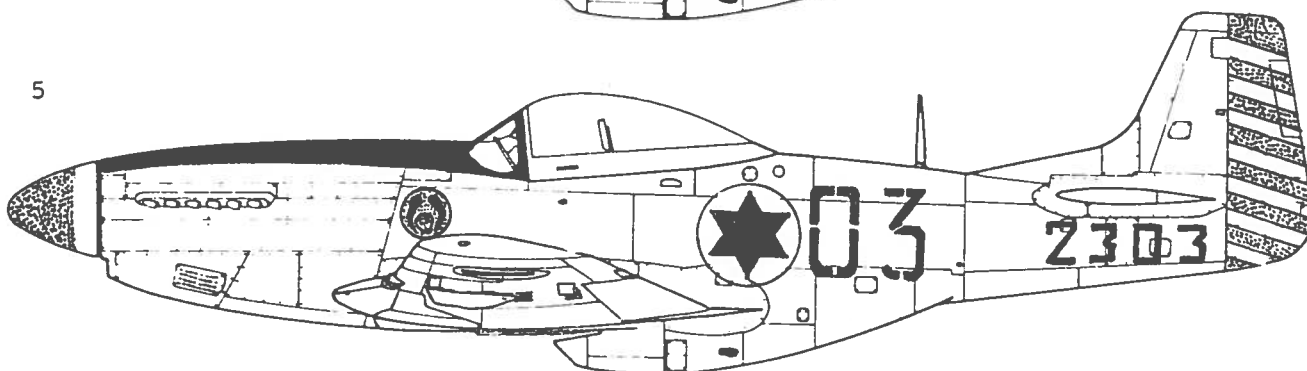
3



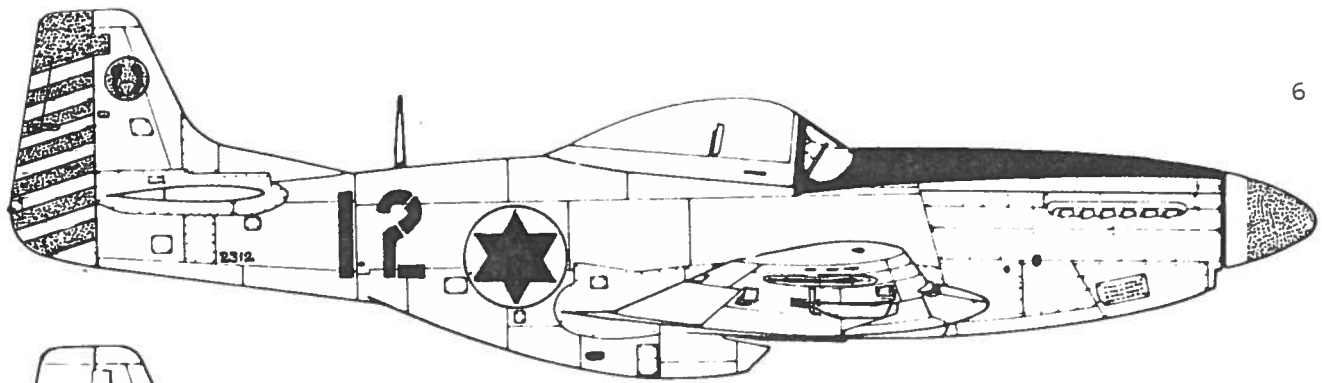
4



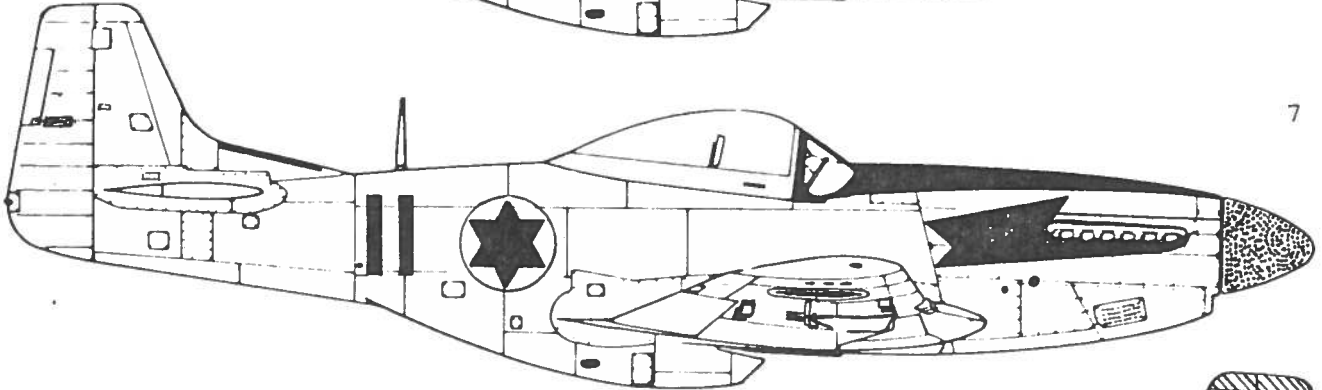
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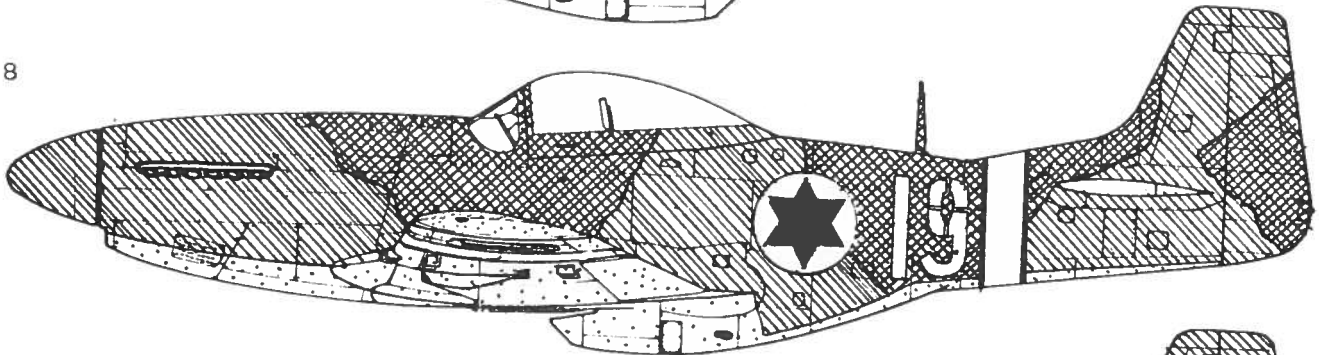


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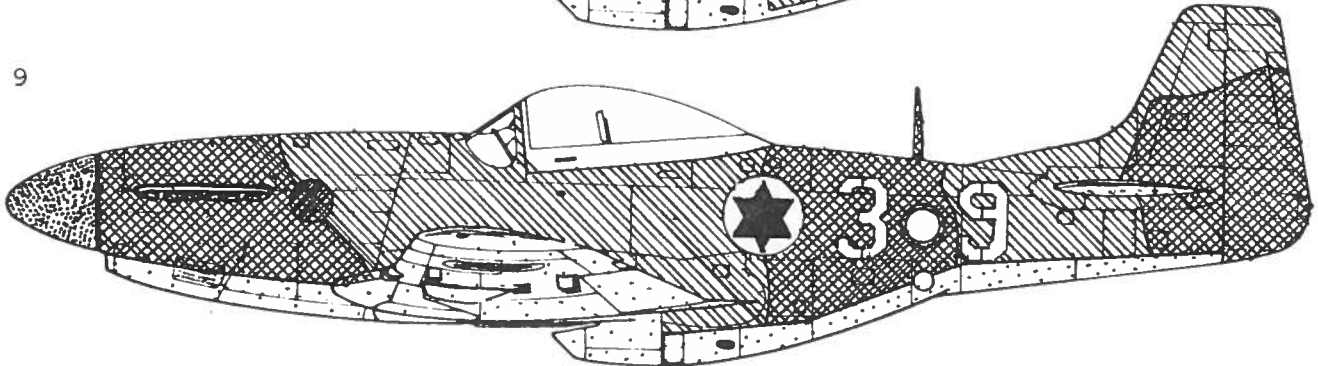


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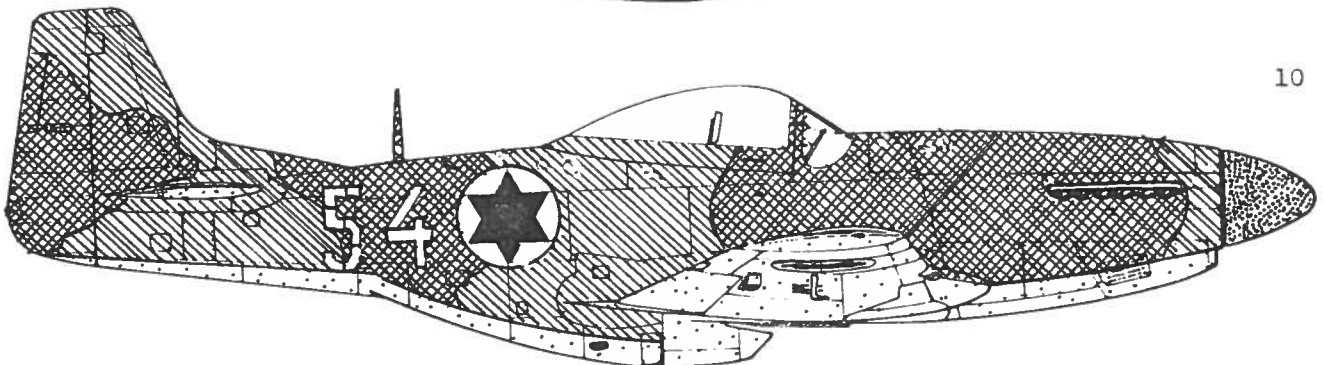
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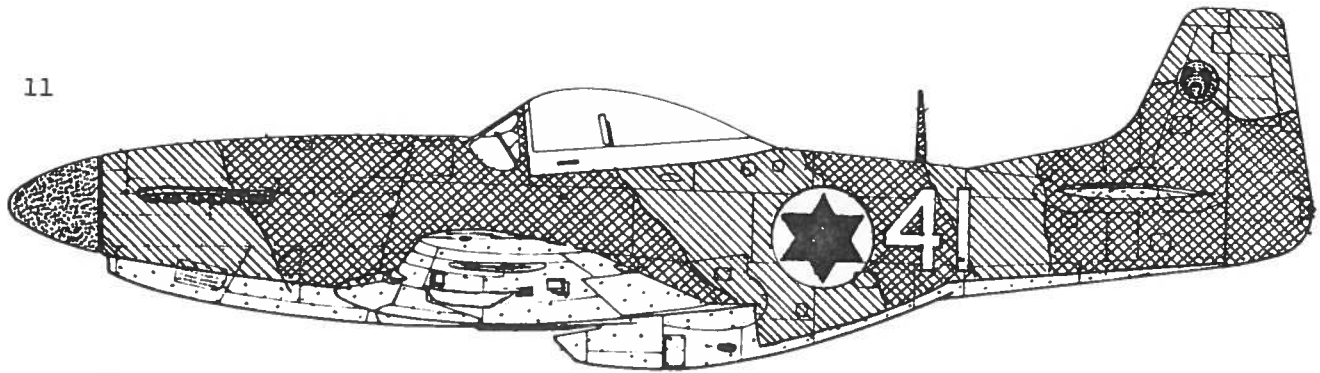
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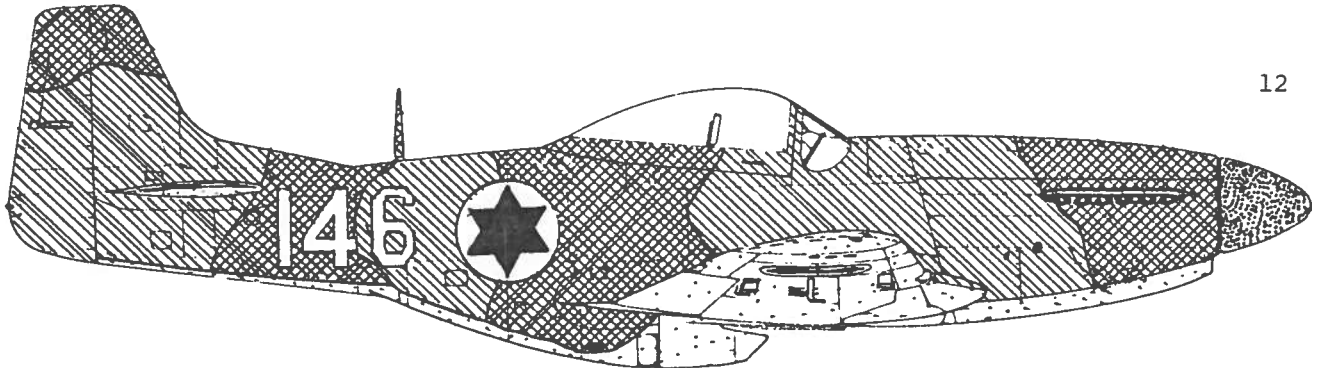
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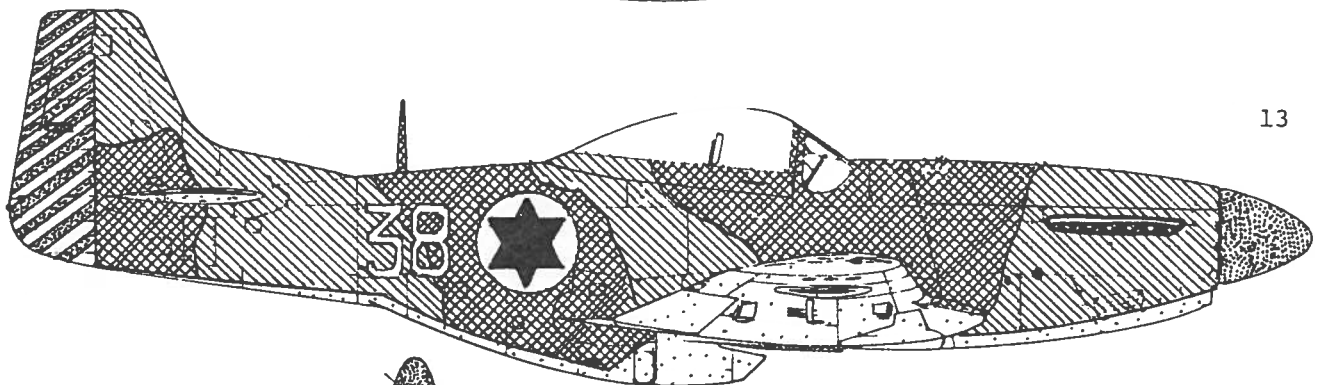
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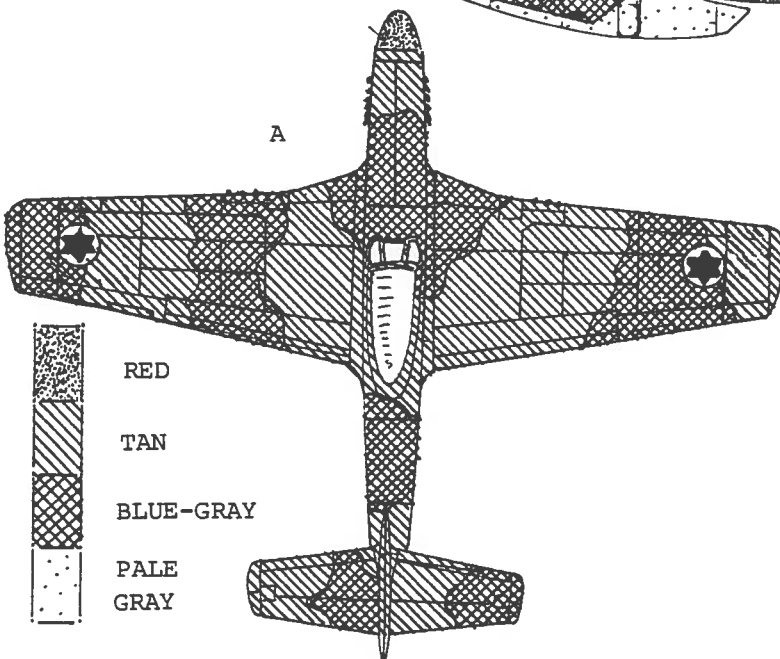
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13



A



B

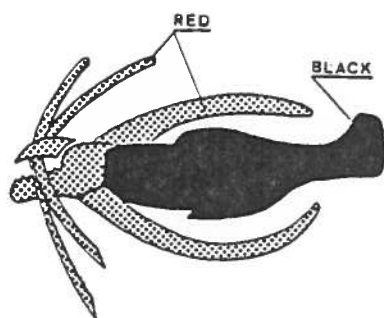


RED

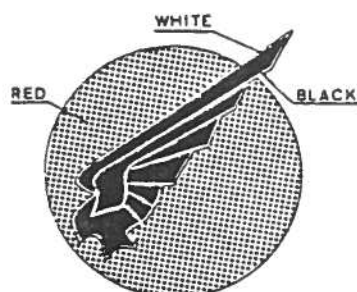
TAN

BLUE-GRAY

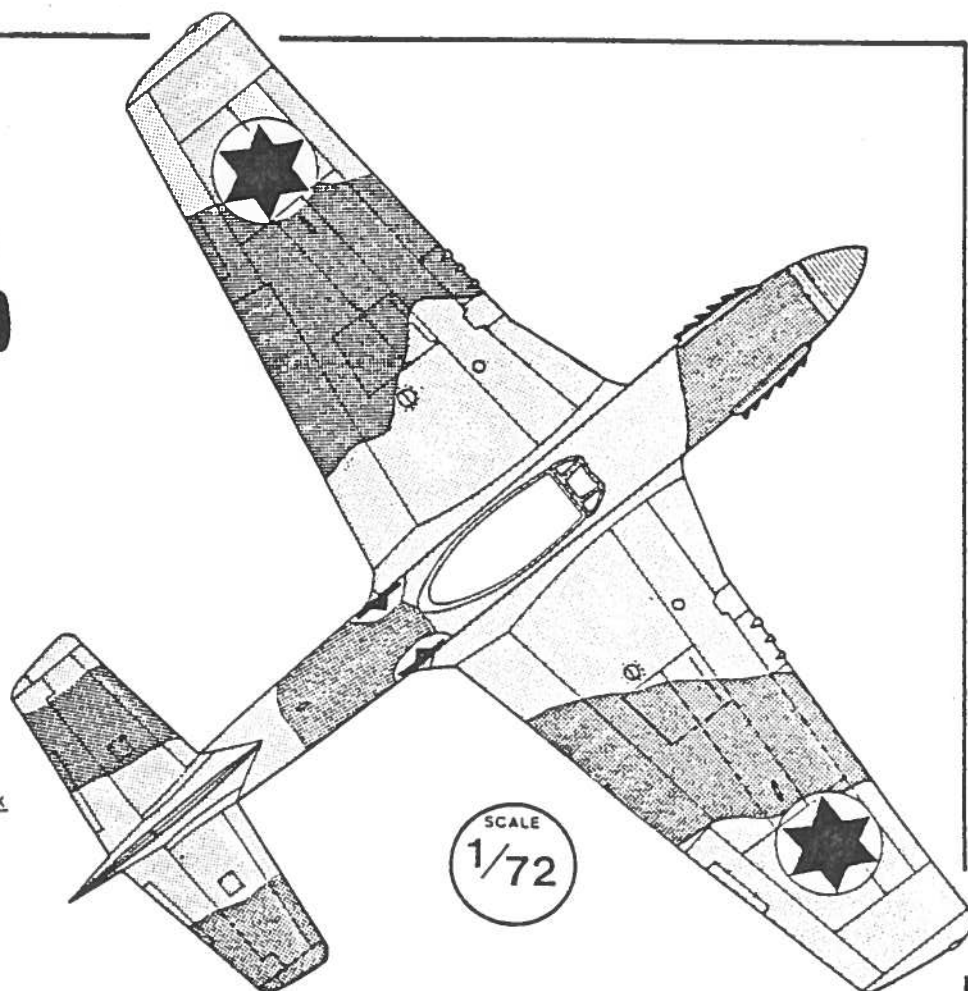
PALE  
GRAY



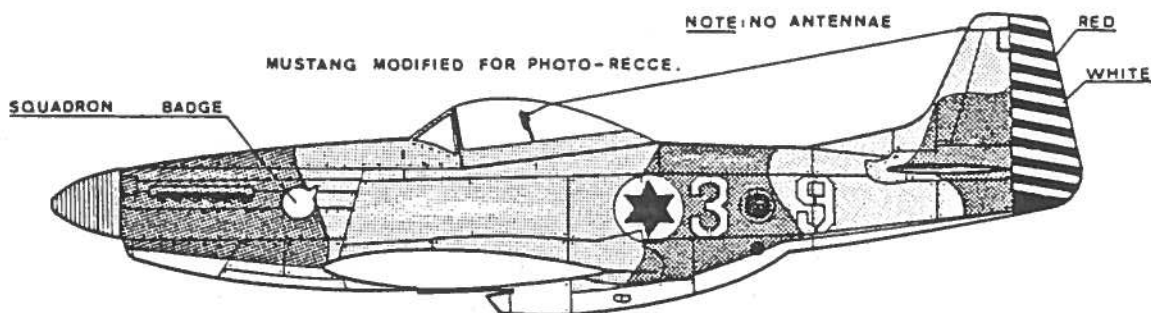
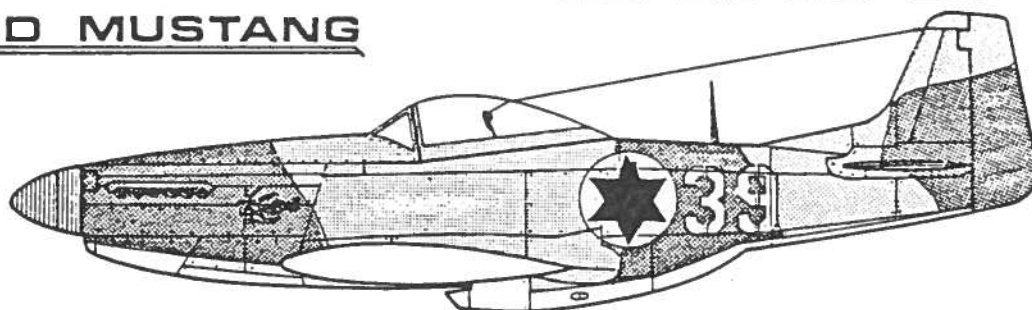
"LINES CUTTERS" BADGE



SQUADRON BADGE  
(ALSO ON F-15 AND KFIR)



## P-51D MUSTANG



DRAWINGS BY ERIC HOURANT

RED LIGHT

SCALE  
1/72

OK. GREEN

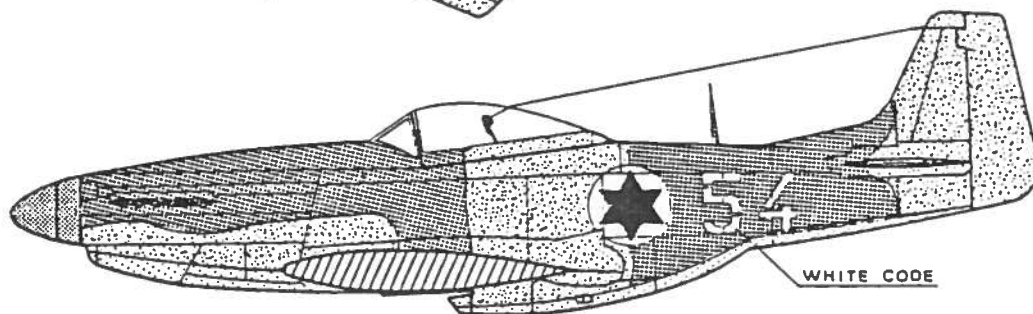
SAND

LIGHT BLUE

YELLOW

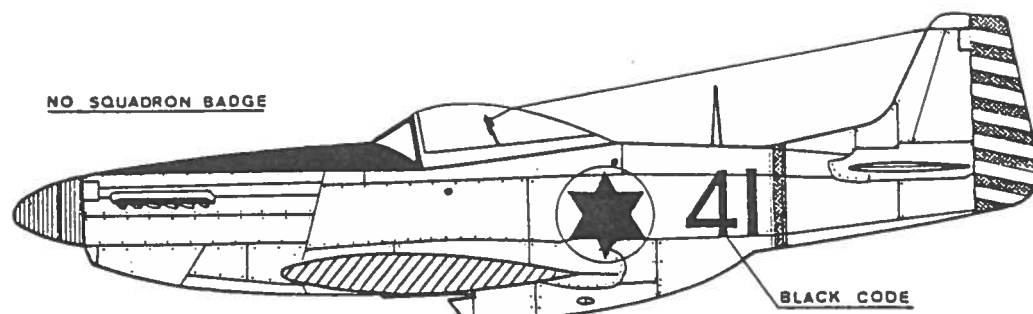
RED

GREEN LIGHT



## P-51 D MUSTANG

NO SQUADRON BADGE



OVERALL SILVER MUSTANG (1966)

DRAWINGS BY HOURANT E.

# Guardians of the Gobi

## THE MONGOLIAN AIR FORCE 1926-1945

Early in the summer of 1939, a small, dark-green, monoplane carrying no markings except for a strange symbol on its tail circled the airfield at Arautaukol in eastern Manchuria and landed under the surprised gaze of the watching pilots of the Japanese Army Air Force. The aircraft was a Polikarpov I-16 of the Mongolian Air Force. At this time Mongolian forces were fighting with their Russian allies against the advancing Japanese Army.

The Mongolian Air force had been formed in 1926 when, as a result of a treaty of friendship between the two countries signed in 1924, Russia supplied four aircraft. These aircraft were most likely R-1s, the Russian-built version of the DH-9A. A flying school was formed in 1927 with the intention of providing four aircraft to each regiment of 2000 men. Development was slow but steady with more aircraft being provided from Russian sources. By 1933, 100 aircraft were in service operating from some 19 airfields.

In 1936, tensions between the Japanese forces in Manchuria and the pro-Russian Mongolians resulted in border skirmishes that met little resistance from the Mongolian Air Force. However, these incidents caused the Mongolians to increase the rate of expansion of their air force so that by 1938 the air force had at its command some 420 aircraft of Russian manufacture flying from 61 airfields around the country.

The summer of 1939 again saw the Japanese on the move, but this time it was a full-blown invasion with the Japanese Kwantung Army marching across the border from eastern Manchuria. Russian air units quickly joined their Mongolian allies. Their combined air force experienced its first action in mid-May when nine of their aircraft were destroyed for the loss of only three Japanese aircraft. However, from 22 to 24 June the tide turned in favor of the defender with Japanese losses during this period rising to 56 for the loss of only 14 Russo-Mongolian aircraft. The Japanese, now on the defensive, lost a further 106 aircraft during the first 12 days of July against only 16 losses by the two allies. Fighting finally came to an end in August with the withdrawal of all the Japanese forces into Manchuria. The only tangible gain for the aggressors was the chance acquisition of a Mongolian I-16 in full working order.

It is thought that the Mongolian Air Force may have seen further action during the last days of WWII when Russian forces engaged Japanese Army units in Manchuria, but no confirmation has come to light. The Mongolians did, however, provide the USSR with sufficient funds to provide a squadron of Lavochkin La-5 fighters for use on the eastern front. It is not known if these aircraft were ever turned over to Mongolia.

Details of the aircraft types that have served with the Mongolian Air Force are very scarce, and even less is known about the markings carried by their aircraft. Some of the aircraft that have carried Mongolian insignia during

the period 1926 to 1945 would appear to be the following: R-1 (DH-9A); Polikarpov I-15, I-16, R-5, and Po-2; Tupolev TB-3 and ANT-9; Junkers F.13 (Russian built); Yak-6 (AIR-6); and Kalinin K-5.

The following drawings, based on the small amount of information available, illustrate some of these machines:

Fig. A. R-1 (Russian-built De Havilland DH 9A). This machine was probably one of the first aircraft supplied to Mongolia. It is finished in dark green overall with a red spinner. The national markings, shown in Fig. H, are on the tail in red. No other markings are carried.

Fig. B. Yak JA-6 (AIR-6). This light transport plane is finished white overall. The Russian star is applied to the fuselage and wings; the red star outlined in white with a red border. The silhouette of a Mongolian horseman, shown in Fig. J, is black. The leading edge of the tail has a red outline and the undercarriage is brown. The history of this machine is unknown, but it may have belonged to a Mongolian unit attached to a Russian formation.

Fig. C. Polikarpov I-16. This aircraft, the main fighter type in service in 1939, is finished in dark green on the upper surfaces and pale blue on the under surfaces. The spinner is red and the national markings on the tail, Fig. H, are also red. No other markings are carried.

Fig. D. Polikarpov Po-2. This aircraft has a simple camouflage consisting of patches of dark green and light green over the wings and fuselage. The undersides are light blue. The national markings are carried on the fuselage (Fig. H) in yellow.

Fig. E. Junkers F.13. This Russian-built aircraft is overall white with a red spinner. The tips of the wings and horizontal tail planes are red. The undercarriage and anti-glare panel are black. The national markings are carried on the fuselage in red.

Fig. F. Kalinin K-5. The fuselage of this machine has a natural metal finish. The top of the wing is red; the bottom is white. The wing struts are brown and the undercarriage is black. The top of the rudder is red and the national markings on the tail are red.

Fig. G. Polikarpov R-5. This aircraft is finished in dark green on the upper surfaces and light blue on the lower surfaces. The spinner is red and the national markings on the tail are yellow. The wing struts are brown.

Fig. H. This is the national marking as applied to aircraft of the period. It is the badge from the Mongolian flag, and it was applied to aircraft in either red or yellow.

Fig. J. The Mongolian horseman. This is the badge from the state coat of arms; it is applied in black.

Bob Massey (SAFCH #364), 108 Worrall Ave., Arnold, Nottingham, ENGLAND

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"In connection with the review of the book OPERATION PUMA which appeared in SAFO #26, please find enclosed a photocopy of some drawings that appeared in the East German magazine FLIEGER REVUE 9/355 (September 1982). The article is about the troubles in Cuba and, while the text is very politically orientated, the illustrations are interesting. The aircraft depicted in the drawings are:

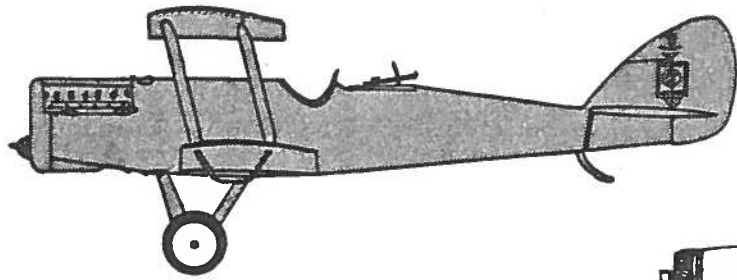
"Lockheed T-33: Bare metal overall with black anti-glare panel, red turbine warning stripe, and orange wing-tip tanks. The national insignia on the fuselage consists of a red triangle (point down) within a blue circle and inscribed with a white star. The rudder markings consist of a red triangle with three blue stripes alternating with two white stripes.

"Hawker Fury: Mid brown and dark green 'shadow'

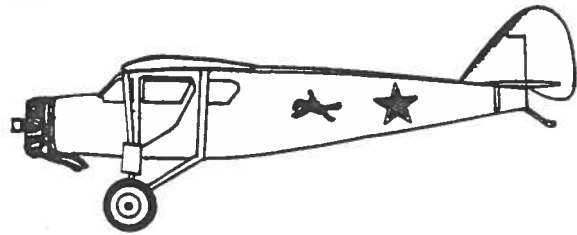
shading on upper surfaces; natural metal undersurfaces. Black propeller spinner. Yellow serial '542' on fuselage. National insignia on fuselage and wing as above. The rudder markings are also as above, except that there is a white star within the red triangle.

"Douglas B-26 (metal nose): Natural metal overall except for black engine nacelles and anti-glare panel. The serial '935' on the nose is black as is the inscription '935' and 'FAR' on the vertical stabilizer. The national insignia on the fuselage consists of a red triangle (point up) with an inscribed white star and blue/white/blue bars to the side."

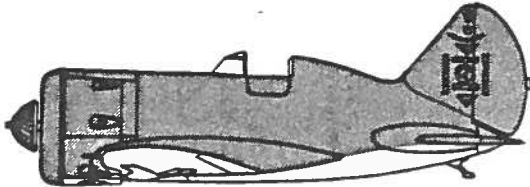
Jean Yves Goffi (SAFCH #427), Residence Vallon St. Hilaire Bat 6, Rue de la Petite Porte, 7600 Rouen, FRANCE



A



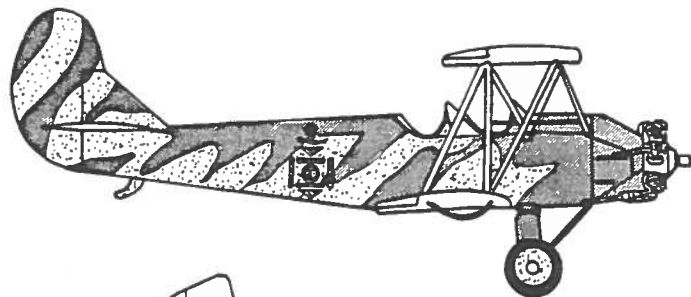
B



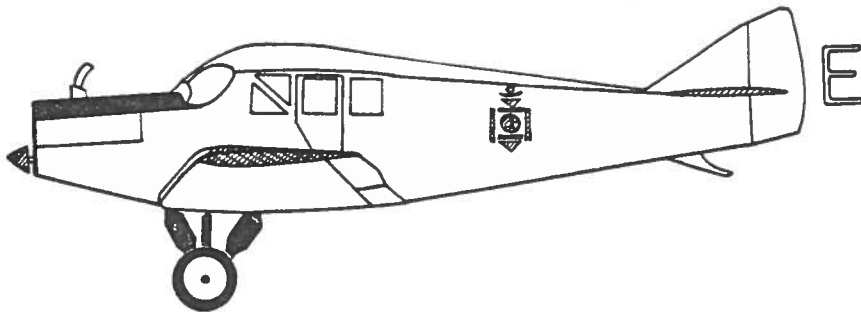
C



J



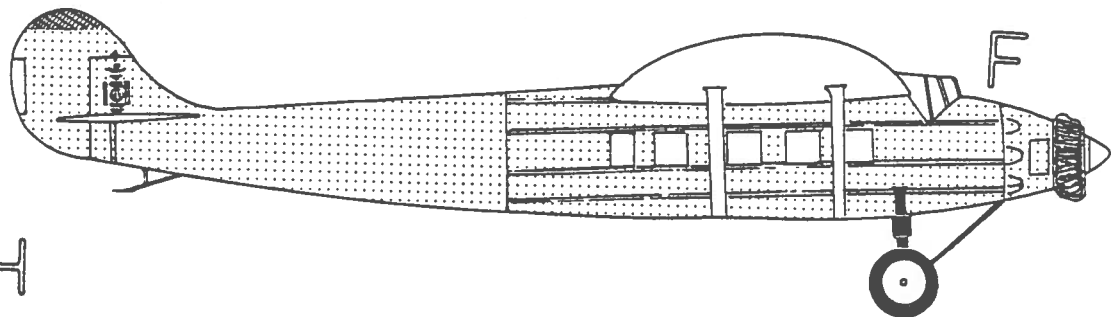
D



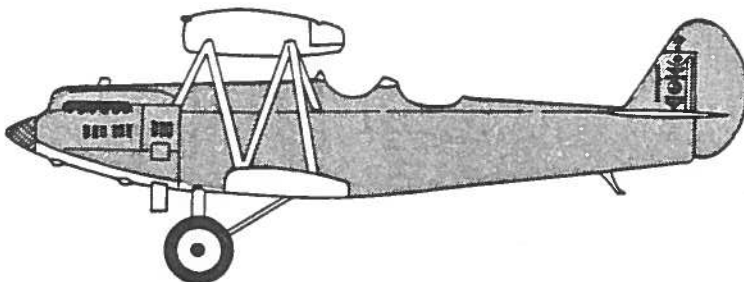
E



H



F



G

*BM*



RED



D-GREEN



L-GREEN



N-METAL



# Uruguay Aviacion Naval

CANT 18: Two dd 24 Sep. 1930: s/n A1 accident 1934, repaired(?), and wfu 1940; s/n A2 w/o 5 Jan. 1935 (T/N Mario Botto and A/N Clemente Pradines Brazil).

CANT 21: S/n A3 dd 24 Sep. 1930; accident 1934; repairs completed by Servicio Aeronautica 18 Apr. 1938. Information suggests it was still on strength as late as 28 Aug. 1944.

Vought OS2U-3: Six by Lend Lease May 1942; arrived crated Aug. 1942. BuA 5926-5931. S/n reported as OP-1 to OP-6, later serials are A-601 to A-606 (last one not confirmed), and A-752 (not confirmed is A-753). Accidents: 30 Sep. 1942 (C/C Carlos A. Curbelo), 25 Dec. 1942, 13 Nov. 1943, 12 Nov. 1945 (2 a/c collided; A/N Luis A. Lluberas, G/M Julio Guimil, Mro. Carlos Vincente Flores and Mro. Fermin Mendez). 2 a/c on strength 1 June 1946. Last flight in Uruguayan service in 1958.

Fairchild PT-23A: 3 dd by Lend Lease March 1944; dd also reported as 1943). S/n A-201 to A-203; ex US 42-49945 to 49947. Training carried out from the airfield "Angel S. Adami" near Montevideo as the Navy had no airfield of their own until 1947. One w/o 22 June 1957 (A/N Artigas Sierra).

Grumman J4F-2: One in service 1943; s/n A-571. Wfu by 1960.

Grumman TBM-1C: 10 dd 21 Dec. 1949, 6 on 2 May 1950. S/n A-501 to A-508 and A-551 to A-558. Wfu by 1960.

Grumman F6F-5: 12 reported acquired but only 10 dd 22 April 1952. S/n A-401 to A-406 and A-451 to A-454. A-451 and A-452 w/o prior to dd in the USA, without loss of life of Uruguayan pilots. Most probably two other a/c received their serials, as at least A-452 was later confirmed in Uruguay. In service as late as Jan. 1961.

North American SNJ: Three SNJ-4 dd 2 May 1950; s/n A-251, A-252 (BuA 10133), & A-253. Two dd later (22 Apr. 1952?); s/n A-254 (SNJ-4) and A-255 (also carried 076 on tail). Three dd May 1961 including s/n A-258 (SNJ-6); other two most probably s/n A-256 and A-257. One former Argentine Navy airframe was dd Oct. 1963, but two a/c reported acquired 23 Aug. 1970 from the Argentine Navy never arrived. One SNJ w/o 20 June 1957 (T/N German Clavelli and A/N Juan Barcena), A-254 w/o 15 Nov. 1963 (C/C Mayo Villagran), while A-257 was also reported w/o at an unknown date. S/n 258 (A- dropped) current late 1970's (armed).

Fairchild PT-26A: One acquired from FAU in 1951. s/n A-753 and SG-753 (SG from Servicio General?). Reported also first as A-204. Accident reported in 1957, but could have been a Fairchild PT-23A.

Piper PA-18A: Two dd 22 May 1955. S/n A-574 (c/n 18-4957); current with s/n 754 2 Apr. 1980. S/n A-755 (c/n 18-4960).

Bell 47G: Two dd Oct. 1955: s/n A-001 (later A-051) and A-002 (later A-052), c/n 1411 and 1444. At least one more delivered later (1960?). S/n A-053 (current Feb. 1977). At least one wfu by 1978. Two reported dd 1971 seem to be not correct. The Bell 47 w/o during the rescue of the pilots of SNJ A-254 on 15 Nov. 1963 seems to be s/n 001 of the Uruguayan Air Force.

Martin PBM-5S2: Three acquired 2 May 1956: s/n A-810 dd 12 May 1956, A-811 dd Feb. 1957, A-812 dd May 1957. One w/o (A-810?) 24 July 1958 when a bomb exploded during loading (S/O Homero Gomez and C/C Sarandi Araujo). A-811 and A-812 scrapped 1966-67.

Beech TC-45: Three, built as SNB-1's, dd May 1961: s/n A-210 (BuA 39759), A-211, and A-212 (BuA 51041). Later designated TC-45J (printed on a/c). Three TC-45's received as a gift from Argentine Navy on 16 Nov. 1979; s/n 215 to 217.

Grumman S-2A: Three handed over at North Island on 11 Dec. 1964. Departed US 22 Mar. 1965, arrived Uruguay either 12 Apr. or 12 May 1965. Back to USA by ship in 1969 for overhaul, two flown again to Uruguay Nov. 1969 and third 25 Mar. 1970. S/n A-851 to A-853 (BuA 133215, 133239, & 133262).

Beech T-34B: One dd 15 Oct. 1966; s/n A-260 (BuA 140852) c/n BG-186. Four former Chilean Navy T-34B's reported transferred late 1980, not confirmed.

Sikorsky SH-34G: Two bought for \$326,164, dd 9-10 Oct. 1971, both w/o 14 Nov. 1971 (6 people on the ground died, 36 wounded). S/n A-061 & A-062 (BuA 143934 & 143941).

Sikorsky H-34: Four acquired 1973. S/n A-063 (reported c/n 0320 which was N1143U ex French) and A-064. Could be CH-34's. The other two were most probably SH-34's; s/n A-065 (wfu about 1978 and used for spares) and A-066 (s/n not carried but reported as such and only used for spares). The A- was dropped from the s/n of A-063 and A-064 about 1978.

North American T-28 Fennec: Nine handed over 15 Nov. 1979 by the Argentine Navy as a gift. Camouflaged and armed. S/n 401 to 409. The report of the delivery of 9 more seems to be false.

Bell 222: One dd 5 Dec. 1980, s/n 071 c/n 47036.

Beech 200T: One bought Oct. 1980 for \$2.4 million. Handed over 15 Nov. 1980 and arrived 19 Nov. 1980, s/n 871 (ex N3067D) c/n BT-4 ex BB-408.

Beech T-34C-1: Three dd May 1981; s/n 270 to 272.

Grumman S-2G: A total of 6 reported transferred from US recently.

## Bases

Base Aeronaval No. 1 (Isla Libertad in Bay of Montevideo). Work started 1931, commissioned 12 June 1934. Only for waterborn aircraft. Base closed 1950.

Base Aeronaval No. 2 (Laguna del Sauce near Punta del Este). Work started 1945, commissioned 10 Sep. 1947.

Aerodrome Auxiliar (Costa Azul north of La Paloma).

Before BA No. 1 came into use, Santiago Vazquez (Rio Santa Lucia) and La Teja (Bay of Montevideo) were used by the three flying boats then in use. During WWII, some other places were used by the float planes, but were not real bases (Laguna Negra and La Paloma).

Thanks to Daniel Hagedorn, Nery Mendiburu, Jorge Felix Nunez, IEAH, and George Kamp.

Bram Risseeuw (SAFCH #396), P. de Hooghstr. 3, 4532 HH Terneuzen, THE NETHERLANDS

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"I was glad to read the comments from my friend Daniel Hagedorn to my article on Paraguayan Naval aviation. Of course I meant SM.59bis not SM.79bis, and it was my typing error and not the editor's. (Editor's note: See letter in this issue by Roberto Gentilli for more information on the Paraguayan S.59bis.)

"The letters about my article on Chilean Naval Aviation were a bit hard hitting, but this could be partly explained by the fact that an error was made in SAFO #19 when it was stated that the original article appeared in SAFO #13 when it was published in SAFO #17. But, I think we all know a lot more about Chilean Naval Aviation than we knew before.

"I have some additions to the article by my friend Jorge Nunez on the S-2's in South American service (SAFO #25).

"BRAZIL: A second UP-16 is 7025. 7022 was w/o 28 Jan. 1969. 7014 was w/o 3 Sept. 1969. 7026 wfu by 1980.

"PERU: Their Trackers were not S-2G's but S-2E's. At the time they were delivered (1975-76) no S-2G's were being transferred by the US to other countries.

"VENEZUELA: Seven reported acquired in 1976 for \$567,000. A 'zero' was added to the s/n's later (e.g., 101 becoming 0101) while shortly afterwards ARV was added (or changed from AS) to all aircraft. At least one more a/c was added, for ARV-0108 was noted at NAS Jacksonville 11/81. Former BuA numbers: 101 BuA 150603, 102 BuA 149867, 103 BuA 149878, 104 BuA 149865, 106 BuA 149080, BuA 149875 could be either 105 or 107; ARV-0108 is BuA 151681."

(Editor's note: In a letter that appears elsewhere in this issue, Dan Hagedorn identifies BuA 149875 with 105.)

Bram Risseeuw (SAFCH #396), P. de Hooghstr. 3, 4532 HH Terneuzen, THE NETHERLANDS



"I have some information to share with your readers regarding various articles that appeared in SAFO #25:

"Paraguayan Naval Aviation: The story of the Savio S.59bis (not SM.59bis) is fully told in the book SIAI: ALI NELLA STORIA. This book can be ordered from JP4, CP 1550, 50100 Florence, ITALY. Price is 8.000 L; approximately \$6.00. (This book also discusses Hungarian SM.75, Spanish Republican S.62, and many more including a SM.82 of the air force of the Sovereign Military Order of Malta; how is that for a small air force?) At the end of the Chaco War, the S.59bis was dismantled, so it could have been still on strength in 1943.

"The Cant 10ter was a single-engine, biplane, flying-boat for six passengers. Two were bought by the Taxi Aereo operated in Argentina by the Italian Ernesto Colombo. They were c/n 009 (formerly I-OLTI) which became R-ACVX and c/n 010 (formally I-OLTL) which became R-ACVW. One of these was lost after it had to land on the Rio de la Plata while flying from Montevideo to Buenos Aires. The other was ultimately used as a trainer at the 'Base Aeronaval del Paraguay' in Asuncion. This aircraft does not seem to have survived until the beginning of the Chano War. I have some photos of these seaplanes with Argentine civil registrations, but none with Paraguayan roundels.

"The Cant 26 was a quite different aircraft; a small biplane trainer similar to the DH Moth. Only one or two prototypes were built. The Argentine Cant 26 may have been used by the Italian Air Attache. Its next owner was Nicole Bo who had been an instructor at the Italian-Argentine flying school which was organized in 1921 by the famous pilot Eduardo Olivero.

"The SAML was a WWI recce biplane. A large number of them went to Latin America in the years immediately following the war. Some were used by Italian flying schools in El Salvador and Ecuador, so the ones used in Paraguay did not necessarily have to come from Argentina. The reference to an 'Alfa-Romeo Colombo' engine is strange; the power plant of the SAML Aviatik A.3 model was the Colombo D.110 which, while also built by the Bianchi and De Vecchi automobile companies, was not, to my knowledge, built by Alfa Romeo.

"Turning now to the Nieuport 29. In Italy, Nieuport-Macchi built 65 examples and 110 were built by Caproni. This aircraft was used only by Groups VII and XXIII and, taken out of front-line service in 1927, it served as a trainer until 1931. It is not correct to state that other than the tail stripes, 'no other national insignia were carried'; beginning in 1926 the crest of the House of Savoy appeared on the tail stripes, and beginning on 1 March 1927 the 'fasces' insignia was mandatory on the fuselage, as shown in drawing #1.

"To the list of countries using the Junkers 52/3m one should add Russia as some were captured from the Germans and put into active service. Also, the Italian Air Force requisitioned four Ju 52 from the Ala Littoria airline for used as military transports with serials MM 60410-60413."

Roberto Gentilli, 82 Via Morandi, 50141 Firenze, ITALY

"I have a few comments on the articles that appeared in SAFO #25 that might be of interest to your readers:

"Jorge Numez did a fine job on his Grumman S-2 tracker article. It should be noted that in the case of the Brazilian Trackers, there have been even more designation variations applied to these aircraft than he listed. These include P-16, P-16A, U-16, P-16E, UP-16, and UP-16A (so far). Not mentioned is the fact that at least one (and probably more) of the FAB S-2's were modified for 'COD' duties, and this was FAB 7025. I can confirm that a total of 13 S-2A's were delivered up through December 1963. However, the gap in serials between the highest known S-2A (7026) and the lowest known S-2E (7030) has me perplexed. Perhaps one of our Brazilian readers can speak to this.

"I have only one small comment to make on the fine Aviacion Naval Argentine S-2 summary. There is a recur-

ring report of one Argentine machine painted as 2-P-7, but this has remained unconfirmed. It would be instructive to know when the s/n's were changed from the 3-AS-1 to the 2-AS-1 series; likewise for the change to the 6-G-51 series.

"With regard to the Venezuelan Trackers, I know of a total of five. These originally appeared as AS-101 to AS-105, but later AS-0101 to AS-0105. (Previous identities for 104 and 105 are USN BuA 149865 and 149875 respectively.) Two variations of the Venezuelan national insignia have appeared on Venezuelan Navy Trackers: AS-103 was seen with the standard 'old' FAV-style 'winged' roundel; when repainted AS-0103, this aircraft had a simple roundel minus the 'wings'. (Editor's note: More information on Venezuelan Trackers can be found in a letter by Bram Risseeuw which appears elsewhere in this issue.)

"Finally, with regard to the Curtiss-Wright CW-21, this type was not exported to Cuba and Bolivia. Bolivia did acquire quantities of CW-19R and CW-22/SNC-1 trainers, and Cuba operated CW-19R's. (Lend Lease SNC-1's were refused by Cuba.) The CW-21 was not exported to any Latin American nation."

Daniel Hagedorn (SAFCH #394), 290-40-0270, HHC 3d Brigade, APO New York 09074

"I have some additions and corrections to the comments on Argentine aircraft that appeared in the review of John Andrade's LATIN AMERICAN MILITARY AVIATION (SAFCH #26).

"(1) The actual number of FW 44Js built by the FMA was 190. Work on a first batch of 60 began 17 November 1937 with the first aircraft flying on 6 December of the same year; the remaining machines were completed by November 1938. Work began on a second batch, this time for 30 machines, on 21 November 1938. A third and final batch, numbering 100 aircraft, was completed in 1942. These totals do not include the 20 FW 44Ks imported directly from the Focke Wulf Fluezeugbau; the last of which arrived in Buenos Aires aboard the SS HALLAND during August 1937. The Comando de Aviacion del Ejercito ordered 150 of these aircraft. These were initially serialized 1 to 150 later amended to Ee-001 to Ee-150. Known serials go only as far as Ee-142, but some of these aircraft were diverted to the Aviacion Naval in 1944 and many others served with air clubs.

"(2) Several Argentine publications make passing reference to the Nieuport-Delage NiD 29C.1, whose operational career appears to have been rather short in Argentine's Servicio Aeronautico del Ejercito. A G-2 report (No. 3040 of 1 July 1927) indicates that the Army Air Service 'at one time used Nieuport 29s, but their wooden fuselages wrapped badly'.

"(3) The following is a summary of aircraft of FMA design for the period 1931-37: AeC.1 - one completed and test flown 28 Oct. 1931. AeC.2 - two completed and first flown 23 April 1932. AeM.E.1 - a military derivative of the AeC.2; only 7 were produced as it proved to be underpowered. AeM.O.1 - essentially identical to the AeM.E.1 but fitted with a 240 hp Whirlwind; first flown on 25 Jan. 1932; a batch of 12 were delivered in 1934 to equip Grupo de Observacion No. 1; a total of 41 were delivered (12 in 1934 and 29 in 1935). AeM.O.E.1 - a progressive development of the AeM.O.1 first flown on 25 Sept. 1935; six completed. AeM.O.E.2 - final development of the basic AeM.O.1 series; 14 completed in 1937. AeMB.1 - only one completed. AeMB.2 - modified AeMB.1; 14 machines completed. Unfortunately, ONI, G-2, and other intelligence reports of this period are quite confused regarding the early FMA designs.

(4) Thirty-two Dewoitine D.21s were delivered by the FMA to the Army. The Army also operated 4 two-seat developments of the D.21 designated D.25. These aircraft, seldom mentioned and even more seldom seen, were similar to the single-seat D.21 except for tandem seating for the pilot and observer. The D.25s and the sole D.27 (and for that matter several other types used by the Servicio Aeronautico) are simply not mentioned in any of the U.S. intelligence reports.

(Continued on page 91)

MR. BROWN, AVENTURERO DEL CIELO by Jean Zumbach; Plaza y Janes, S.A., Barcelona, 1974. 363 pages, 14 photos. (Translated from the French - original title: MR. BROWN.)

This book is the autobiography of Jean Zumbach, the famous ace of the Polish Air Force during WW II, and later a mercenary pilot in the Katangan and Biafran conflicts. This is one of the most enjoyable books I have read in ages.

A circular narrative, the story begins with Mr. Johnny Brown - Zumbach's nom de guerre - as a mercenary at the controls of his camouflaged, shark-mouthed B-26 Invader on its way to make his first bombing raid of the Biafran war. The plane, an ex-French Air Force Douglas B-26C, had been used by the French for the calibration of radars, and therefore had its plexiglass nose replaced by an aluminum hood and was completely devoid of all warlike equipment. To reverse this situation, a Czech infantry machine gun poked its barrel through a hole in the nose. This gun was manned by a native who had one arm tied to a rope which was connected to Mr. Brown's wrist. Mr. Brown pulled this rope once when he wanted the gun to fire, and twice when he wanted the firing to stop. A couple more natives were tied to the walls of the open bomb bay and they would throw out the "bombs", home-made by the local rocket maker, upon hearing a buzzer activated by Mr. Brown. After several raids performed in this way, Brown becomes a national hero and is the guest of honor at a gala dinner given by Col. Ojukwu, the ruler of separatist Biafra.

During the after-dinner conversation, Ojukwu asks his guest "Who you really are, Mr. Brown?", so Mr. Brown begins the narrative of his life since his birth in Poland, of Swiss ancestry, as Jan Zumbach. He describes his happy childhood, his carefree youth, the very difficult entrance into pilot's school, the terribly hard training as a fighter pilot, the outbreak of WW II, Poland's defeat, his escape to France via Rumania, the senseless inactivity of the Polish pilots during the "Phoney War", and the fall of France. Then another escape, this time to England, where he is to serve with the Polish squadrons of the RAF from the Battle of Britain to the end of the war, flying Hurricanes, then Spitfires, and finally Mustangs, becoming an ace in the process.

Upon demobilization and with Poland betrayed to the Communists, Zumbach chooses to remain in the West working for "Flyaway and Airspan Travel, Ltd.", an aero-taxi company which served increasingly as a facade for all sorts of smuggling and other mucky business, flying between England and the continent, using an Auster, a Proctor, a Consul, and finally, Beechcraft D.18. After several incidents of "bad business", the aero-taxi company is disbanded and Zumbach has to work as the driver of a Beech Bonanza owned by a gentleman who is in a shady business too. After the end of this venture, Zumbach retires to private life as the owner of a restaurant and then of a discoteque in Paris, both places patronized by his acquaintances from the good old days in the underworld.

One cold night in January 1962, an ex-Armee de L'Air pilot visits Zumbach's restaurant with an invitation to travel to Geneva to discuss business with Mr. Moïse Tshombe, ruler of Katanga, the secessionist province of the ex-Belgian Congo. As a result of such talks, Zumbach is hired as CinC of the Katangese Air Force, charged with ferrying of aircraft bought abroad, the recruiting of "highly qualified" personnel, the training of native pilots, and finally, once the current truce is over and hostilities resumed, to lead the Katangese Air Force into battle with the Congolese Army and the impending attack by UN forces. When the war starts anew, Zumbach - now Mr. Johnny Brown - is to lead a group of 10 French, Polish (ex-RAF), Belgian, and British pilots in scores of reckless raids, flying as many as six missions a day, giving close support in their T-6 Harvards "armed with its two machine guns and 50 kilo bombs". They also fly a DC-3 and a couple of DH Doves adapted as bombers (throwing bombs and firing a .50 cal. machine gun through the open door), a Lockheed Lodestar for cargo, and for liai-

son and reconnaissance, a Piper Comanche and a Tripacer. The war is not going well for the secessionist forces, and when Swedish Saab J-29s, flown on behalf of the UN, appear on the scene, the days of the diminutive air force are numbered. Not a single aircraft was shot down in combat, but as soon as a pair of T-6s have landed, back from another mission, and the pilots are out of the planes, a J-29 appears and turns the Harvards into flaming wrecks. (In Brown's opinion, the J-29s had been alerted by the Belgian engineers of the mining concern whose airstrips the mercenaries have been using. The Union Minière du Congo, who previously backed Katanga's secession, sensed the impending disaster, changed sides, and were now betting on the central government.) On 5 January 1963, the last remaining aircraft take off from besieged Kolwezi, taking the Katangese government to Teixeira de Souza in Angola. The secession is over.

Closing the full circle, Zumbach takes us back to where the narrative began, to the Biafran war up to the bitter end - mercenaries seem to rally to lost causes - which finds Zumbach in Paris as a member of the supplies purchasing committee, and the book ends with a note that appeared in the Sunday Times describing a shark-mouth B-26 found at Enugu airport, and believed to be "the mount of Kamikaze Brown, a Polish pilot renowned for his attacks against Federal (Nigerian) positions".

Of the very poor photos, the most interesting are: 1) Zumbach in the cabin of his Spitfire; under the wind-shield the insignia of the Kosciuszko Squadron, under that, 11 victories (7 black crosses in the upper line and 4 in the lower), and in front of this Donald Duck with sailor's cap (as in Airfix's kit of the Spitfire Mk V). 2) Kolwezi airport in the Congo, with a DH Dove (exactly like the one on page 55 of Robertson's AIRCRAFT MARKINGS OF THE WORLD), and two Harvards just arriving, both silver overall, one with anti-glare and dark rudder tip, both without spinner or antenna mast, both still unmarked. 3) Katangese machine gunner pointing .50 cal. machine gun through the open door of a Dove; the gun is on a tripod, the man wears a flying helmet. 4) Photo captioned "My B-26 at Enugu" shows silver B-26, still unmarked, black anti-glare, with no turrets. 5) Close up of the B-26 after camouflage and shark mouth have been applied. 6) Another photo shows a second B-26, this time a normal B-26C with plexiglass nose. The remaining photos are of a personal nature. Although the text mentions Katangese and Biafran insignia, there is no information whatsoever.

Ismael Garcia Llaca (SAFCH #53), Monte Alban 600, Col. Vertiz Narvarte, 03600 Mexico D.F., MEXICO

VENALAISET POMMITAJAT (SOVIET BOMBERS) by Keskinen, Niska, & Stenman. Part 9 in the series Suomen Ilmavoimien Historia. Published by Tietoteos Publishing Company, Box 40, SF-02211 Espoo 21, FINLAND.

This is the most recent book in the excellent series covering the aircraft of the Finnish Air Force in WWII. This volume deals exclusively with Soviet bombers in use with the FAF. The types covered are: SB-2, SB-2bis, SB-3, USB, DB-3M, Il-4 (DB-3F), Pe-2, and Pe-3.

As usual in this series, this book contains a mixture of photographs, text, and drawings. The text is in Finnish, but a summary in English provides most of the essential information. Unfortunately, captions for the photos and drawings are only in Finnish, but the patient reader should be able to pick out most of the information of interest.

The main attraction of this book are the 160 b&w photos and 30 profile drawings. The photos, of the high quality we have come to expect from this publisher, contain many interesting details for the modeller. Of special interest are the 7 color photos and 15 color drawings which give an accurate impression of the color schemes used by the FAF during WWII.

Two of the color photos show the SB-2 trainer, called USB. Two USB were converted from the standard SB-2 the Finnish State Aircraft Factory.

The SB-2s were extensively engaged in sea surveillance

and submarine hunting over the Gulf of Finland and the northern Baltic. Photos appearing in this book show two aircraft, 'SB-1' and 'SB-11', with four and one sub kills respectively painted on their fins. This appears to be a typical wartime overstatement for the text states that there were only two submarines verified as destroyed by the FAF and one other sunk while the FAF was assisting surface forces. Slightly different numbers are given in the Swedish book SJOFRONT by Ekman where only one submarine is credited to the FAF along with the participation in one other kill. Sometimes it is interesting to compare history written in different countries.

This book fills an important gap in the limited number of books about Soviet WWII aircraft. And, it is good reading for anyone interested in Finnish aviation.

Sten Eriksson (SAFCH #582), Parkstigen 9, SF-22100 Mariehamn, FINLAND

(Editor's note: This book can be obtained from several SAFCH members including: Borge Hielm, Bergsidan 4, 02160 Westend, FINLAND; Jim Haycraft, 214 Kenmark Dr., Newark, DE 19713; and David Veres, 340 Amabell St., Pittsburgh, PA 15211.)

AERO L-39 ALBATROS (1/72) Kovoavody Prostejov.

The newest injection-molded kit from Czechoslovakia represents what is probably the most unusual looking member of the current breed of jet trainers. Serving with the air forces of Czechoslovakia, the USSR, East Germany, Iraq, Libya, and Afghanistan, this kit should be popular with modelers interested in the small air forces.

The kit is molded to the standard we have come to expect from KP: light-grey plastic with raised panel lines and just enough flash to be annoying. The wing is in one piece without any cutouts for the wheel wells, but this is not a problem since the landing-gear doors are closed when the aircraft is on the ground. Incidentally, I wish the kit designers would come up with a different way to model jet intakes. When the inlets are molded separately, I always lose a lot of surface detail while trying to disguise the joint.

Considering the expanse of cockpit that is visible through the canopy, the amount of detail is rather sparse (floor with side panels, seats, control column, and instrument panels) and some detailing will be necessary. The canopy itself is thin and well molded, but because of the limitations of the molding process, it lacks the characteristic bulged sides of the full-size aircraft. Making a master and vacuumforming an accurate canopy would not be too difficult, but would be a time consuming job. Perhaps one of our more talented modeling members would be willing to make such a master and sell accurate vacuumform canopies to his fellow members at a fair price.

The decal sheet looks good and provides markings for four a/c: three Czechoslovakian a/c ("0447" in white and grey with red trim, "0110" in two-tone green camouflage over pale blue, and "OK-HXA" in pale blue and white camouflage as seen at the Paris Salon) and one Soviet machine (in white and grey with red trim). The instruction sheet is, as usually, outstanding with English text and 3-view drawings for all four a/c.

All in all, another great kit from KP. You will want to ask your Czechoslovakian friend to send you several of

these kits.

While your writing to your friend in Czechoslovakia you had better put in a reservation for some of the future releases. There are some exciting things coming. In 1/72 scale, KP is thinking about the Letov S-16, MiG-21PFM, Yak-11, pre-WWII Farman bomber, and Bloch MB-200. In 1/50 scale, Smer will do the Avia Bn.11.

SUPERMARINE SPITFIRE Vb (1/72) Plastik Model

As their first injection-molded kit, this new company in Turkey wisely chose a familiar subject in a heretofore unavailable version that can be built in Turkish markings: the Spitfire Vb with tropical filter.

On opening the package, the first thing that is noticed is the similarity with Airfix's old Spitfire IX; not only because of the color of the plastic (dark grey) and the high quality of the molding (flash free with subdued but effective raised panel lines), but also because of the design of the parts (particularly the one piece wing). The kit is rather nicely engineered with separate radiator, oil cooler, propeller spinner, exhaust stacks, and tail-wheel assembly. The weakest feature is the absence of any cutout for the wheel wells (a la the Hawk Spitfire 21) and the fact that the one-piece wing makes it very hard to remedy this. Also, the cockpit canopy is very thick and most modelers would probably replace this with either a vacuform canopy or something from the scrap box.

The instructions are in Turkish, but the diagrams are easy to follow and, after all, who needs instructions to build a Spitfire? Decals are provided for two a/c: RAF "C" ES187 for North Africa 1943 and "5512" of the Turkish Air Force 1943. The decals look good, but on my example the red was slightly out of register ruining the RAF roundels but not effecting the more important Turkish markings. Color 3-view drawings on the box illustrate the desert camouflage schemes for both of these a/c. The Turkish national markings consist of a white crescent and star on a red rudder and white outlined red squares on the under surfaces of the wings. These markings are probably more accurate than those in Aircam #4 where "5512" is shown with the national insignia on both the upper and lower surfaces of the wings.

In a letter to the SAFCH, the Manager of PM, Mehmet Sekercioglu, gives some interesting information about PM: "Plastic modeling in Turkey is very poor because the importation of kits is forbidden. Our 1/72 Spitfire is the first plastic model kit to be made in Turkey. Our second kit will be a 1/96 scale F-4E Phantom with TAF decals. Your members can write our correspondence address (PM Plastik Model, P.K. 133, Bakirkoy - Istanbul, TURKEY) to obtain our kits. The Turkish AF should be of interest to your readers because of the many different types of aircraft from many different countries that have been used since 1911. Perhaps I can help the SAFO by providing information (articles, drawings, photos, etc.) about the Turkish Air Force."

The PM kit can be highly recommended to any modeler of 1/72-scale aircraft desiring to build either a Turkish Spitfire or the 2-seat Spitfire V illustrated in the Ducimus book on the Spitfire.

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(Continued from page 89)

(5) Only 35 Martin 139s were purchased by Argentina: 22 139WAA for the Army and 13 139WAN for the Navy. The Army's 139WAAs bore the serials 501 to 522 (later amended to B-501 to B-522). ONI documents for Nov. 1938 show 7 Martins with EAN (Escuadra Aeronaval) No. 3 and six with EAN No. 2. One of the Army's Martins (507) was w.o. on 20 March 1939 and a Navy 139WAN was w.o. on 23 March 1939. Air Orders of Battle show 21 Army and 12 Naval Martins on strength on 2 Nov. 1940. A second Army Martin (unidentified) was w.o. 20 March 1941. An ONI report dated 14 Aug. 1943 shows 20 Army and 12 Navy Martins in the inventory."

Georg von Rauch (SAFCH #536), PO Box 1365 Highland Park, NJ 08904

"I have one small correction to Dan Hagedorn's letter which appeared in SAFO #26: He states that the Argentine Navy's SP-2H coded 2-P-144; this should be 2-P-114, but this appears to be a typographical error (Editor's note: mea culpa); was never serialised 0709. This aircraft was originally s/n 0709 (as demonstrated by a color slide I have on which the s/n 0709 can clearly be seen), but it was later re-serialised 0718."

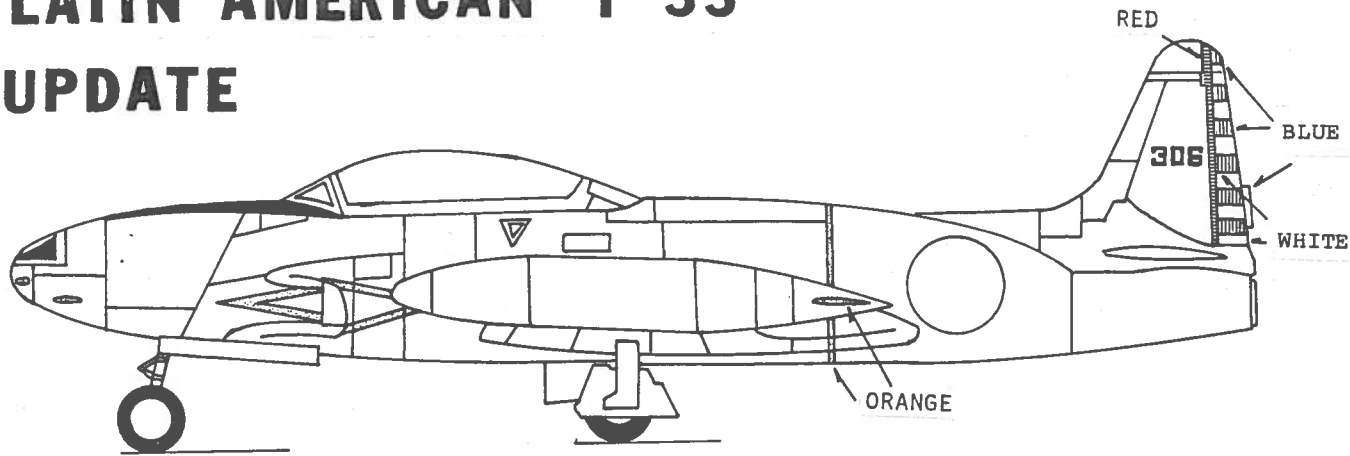
Jose Luis Gonzalez Serrano (SAFCH #141), Galileo 46 3º Izquierda, Madrid 15, SPAIN

"Can anyone suggest a source for details on Air American schemes for aircraft in Viet Nam?"

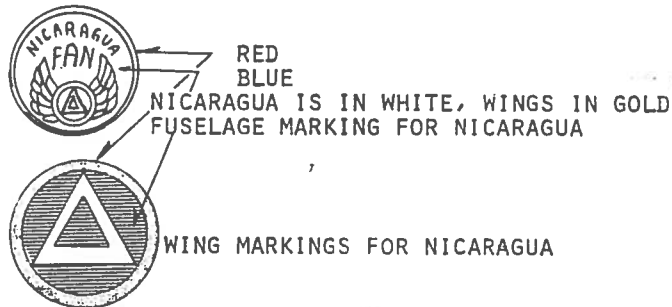
Hugh Mills (SAFCH #547), 19200 E. 14th St. N., Independence, MO 64056

# LATIN AMERICAN T-33

## UPDATE



Nicaraguan T-33A. FAN 306. Aircraft is bare metal overall with orange intake warnings, dive brakes, and turbine warning stripe. Tip tanks are flat black on the inside. Gun ports are outlined in orange, the rescue panel is black with yellow lettering, and the ejection seat triangle is red outlined with white. The anti-glare panel is black, and the tip of the nose is black and white.



I would like to take this opportunity to thank the many people who have provided the information, photos, sketches, and drawings that have made this series on Latin American aircraft possible. Regulars like Dan Hagedorn, Mick Burton, Jorge F. Nunez Padin, Carlos Fortner, and many other have been extremely helpful. Without them I would be unable to provide this information to the SAFCH.

This research has now reached a point where these reports will be coming out on a more frequent basis. Of course, there is still a lot of information out there. Everytime I think that a particular aircraft type is covered, a new scheme or some new piece of information comes to light. If any member has any information, photo or needs a sketch of the aircraft to fill in, please contact me. For those with questions, again contact me and I will try to answer them to the best that I am able.

Nich Waters (SAFCH #2), 830 Kirkbride Ave, Pearl City HI 96872

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"I would like to help R. D. Layman who, in SAFO #26, requested photos of shipboard aircraft of the small countries. A good source for the Netherlands is the Afdeling Maritieme Historie from whom I have obtained wonderful photos of Fokker C.VII aboard the cruisers JAVA and SUMATRA and aboard the gunboats FLORES and SOEMBA; also Fokker C.XI on the cruiser DE RUYTER. During my visit at the Historical Section, I also saw photos of Fairey IIIF and Van Brekel on the cruiser JAVA. Their address is: de Heer F.C. Van Oosten, Afdeling Maritieme Historie, Jan van Nassastraat 112, 2596 BW 's Gravenhage, THE NETHERLANDS.

"The Danish Navy used only 2 aircraft (Heinkel 8) aboard ships. For information on these, Mr. Layman should write either to IPMS-DENMARK (Kai Willadsen, Sankt Jorgens Gade 16, 4200 Slagelse, DENMARK) or to the Danish Historical Society for Aviation.

"I was surprised by the Dutch Moth which appeared in SAFO #26. I knew that many 'Viy Villig Corps' aircraft were impressed into military service, but I'm not sure that the code number D-101 is correct. The number part of this code was also assigned to a Dutch Ryan (R-010 to R-069) and the coding system of that time did not usually allow the same number to be carried by two different aircraft. Does photo confirmation exist for this Moth? The MLD in the Dutch Indies also impressed 9 Moths from the VVC (codes S-1 to S-9), but I know of no existing documentation on these. In all 48 Moths were delivered to

the Dutch Indies from Australia and England.

"I can also provide some information about the coding system adopted by the ML-KNIL on 16 August 1940. Normally, it consisted of one or two letters related to the particular type of aircraft ('C' for Curtiss, 'B' for Brewster, etc.) followed by 3 or 4 numbers. Of the numbers, the first indicated the role of the aircraft ('O' for unarmed trainer; '1' for trainers that could be armed; '2' for operational training aircraft, e.g., Koolhoven FK-51; '3' for fighters; '4' for reconnaissance aircraft, e.g., Fokker C.X & Curtiss-Wright CW-22; '5' for bombers; and '9' for transports, e.g., Lodestar. The number part of the code was assigned consecutively and was not repeated.

"Now I have a few requests: I would like to correspond with some of our Czechoslovakian and Norwegian members for the purpose of obtaining information about the aircraft of their countries. Also, I would like to obtain information about the Curtiss-Wright CW-22 in service with both the US-Navy and the Dutch NIAF, as well as a good set of drawings for this aircraft in either 1/72 or 1/48 scale.

"If any SAFO members need photos of French AF aircraft from any time period, I can probably help. Please write to me specifying needs."

Michel Ledet (SAFCH #622), 16 rue Rosa Luxembourg, 62230 Outreau, FRANCE

# Howard DGA-6 in Mexico

During the reign of General Lazaro Cardenas as President of Mexico (1934-1940), the Mexican Revolution reached its zenith. The strengthening of the labor movement, the nationalization of the Mexican oil industry, and the backing of the Spanish Republicans, together with the fight against illiteracy were among the greatest achievements of the Cardenas government. After 1940, there began a slow, but relentless, backward trend along the stormy, tortuous avenue of social reform in Mexico.

Since the Mexican Revolution developed mainly as a peasant's revolt, it was only natural that agrarian reform and the ownership of land were the cardinal issues of the revolution. However, the landowners and other reactionary forces succeeded in placing one of their henchmen, the adventurer and opportunist General Saturnino Cedillo (Sah-toor-neenoh Seh-dee-yoh), as Secretary of Agriculture in the Cardenas cabinet. In that position, Cedillo, political boss of the state of San Luis Potosi and a landowner himself, did all he could to sabotage the agrarian reforms.

When his political maneuvers were defeated, he retired to his hacienda, Las Palomas (The Doves), where, in April 1938, he began an open rebellion against the government. He had a minimal air force consisting of two Howard DGA-6 aircraft bought in the USA. Apparently both aircraft were armed with machine guns and had provisions for carrying small bombs, and a few bombing raids were conducted against government targets without much success. When the small ranch at which they were based was overrun by government forces, one aircraft became bogged down and failed to get airborne. The other aircraft was pursued by loyalist Chance Vought Corsair biplanes, forced down and captured. In a short time, the uprising disintegrated. Cedillo and his few remaining followers were killed in a skirmish at his mountain hideout. Thus ended the last armed episode of the Mexican Revolution.

I have been unable to find out anything about the subsequent fate of these planes or their crews. The Soviet historian, Anatoly Shulgovsky, who worked for the Cardenas government, in his book "Mexico at the Crossroads",

"I wonder if you are as addicted as I am to listening to music while building models. Most of the time any music will do, usually the latest records in my library combined with old favorites, depending on my mood; baroque music, jazz, old US musicals, and folksongs of the Andes are real nice when coupled with modelling. But a little while ago I discovered the excitement of listening to music that is in tune with the model I am building.

"With the passing of time, unknowingly and without really trying, I have built up a modest collection of records containing songs and marches of historical/political content. I know that the musical value is usually nil, but what they lack in aesthetic value they compensate with emotions; the pathos of making you feel the rhythm of the particular time and place, when people were making headlines and the eyes of the world were glued on them - or in a single word 'history'. Give it a try; the effect may surprise you. Here are a few suggestions:

"Potez 540 in Spanish Republican markings coupled with 'Chants de la Guerre d'Espagne' (Le Chant du Monde). Polikarpov I-16 with 'Songs of the Lincoln and International Brigades' (Stinson).

"If you have an interest in the Russian Civil War, you could make a Nieuport 17 in White Army markings with 'Imperial Band Concert' (Angle) or a Spad XIII in Bolshevik markings with 'Chant de la Revolution Russe' (Le Chant du Monde).

"Or how about a DH-4 or a Bristol Fighter in Mexican insignia with 'Corridos de la Rebelion Cristera' (INAH). (Note: A 'corrido' is a very old and popular form of Mex-

says that the pilots were Americans hired by the oil companies that had been nationalized a month before the start of the rebellion.

In the book "A Brief History of Aviation in Mexico" by Ing. Jose Villela Gomez, there appears two very poor photos of these Howards. (The photo of the Cuban Navy Howard which appears in SAFO #13 shows the same type of aircraft as used by Cedillo's air force, and was taken from the same angle as one of these photos.) Cedillo's Howard appears to be painted white or a very light grey, and carries absolutely no identification whatsoever - no markings, no numbers, no insignia, nothing. The other photo, shows the plane under a camouflage tarpaulin with only its nose visible.

I have two kits of the "Mr. Mulligan" racing plane made by Hawk in 1/48 scale and recently reissued by Testor. I don't know if "Mr. Mulligan" is the racing version of the Howard, or if the Howard is the commercial version of the racer, but the planes appear to be almost identical, and I have one earmarked for conversion to Cedillo's aircraft. The kit is atrocious and has no interior at all except for a small tab on which to seat the customary blob called a "pilot". So you will have to build a complete interior, or, if you are as lazy as your reviewer, you may just paint the interior of the model matt black to give it the feel of "interiority". However, you will have to install a firewall. Otherwise, you will be able to see between the cylinder heads right down to the rudder trim tabs. I've located a plastic cap from an empty vitamin bottle that will fit perfectly; it needs a little sanding or there will be a Parke-Davis logo behind the engine.

The conversion proper consists of modifying the windows (see the photo in SAFO #19), sanding off the cowlings fairings and the registration numbers, deleting the spreader bar between the landing gear, and replacing the tail wheel with an unenclosed one from your spares box.

Ismael Garcia Llaca (SAFCH #53), Monte Alban 600, Col. Vertiz Narvarte. 13 D.F. Mexico City, MEXICO.

ican peasant song telling a story, very much like the songs of the US cowboy or the medieval troubadours. The cristero rebellion was a bloody religious war that broke out in the 1920s in the western states of Mexico.)

"On a more modern line, how about a MiG-17 in North Vietnam markings with 'Chants des Maquis du Viet-Nam' (La Chant du Monde) or a Cuban T-33 in FAR insignia with 'Vantos Revolucionarios de Cuba' (Musart).

"If you're interested in the Israeli AF, then you might try an Avia S-199 with 'Songs of the Jewish Underground' (Galton), or an Ouragan with 'Let's Sing with the Air Force Singers' (CBS, Tel Aviv), or a Skyhawk or Phantom with 'Songs of the Yom Kippur War' (CBS, Tel Aviv).

"If you're building a model of some aircraft flown in any of the recent wars in Africa and want to feel like a mercenary, then 'Drums and Chants of Fighting Biafra' (Afro Request) is the record for you.

"If you feel like going way back in time, then maybe you'll be tempted to build AMT's Civil War balloon with Tennessee Ernie Ford singing 'Civil War Songs' (Capitol - there are two LPs, one for the North and one for the Confederacy).

"If you want something more dramatic and painful, then you could try building a Hawker Hunter in Chilean markings with 'Chile will Win' (Movieplay, Madrid). This is a recording of Santiago's radio station the day of the military coup d'etat against President Allende, coupled with popular songs of the day and slogans chanted in demonstrations."

Ismael Garcia Llaca (SAFCH #53), Monte Alan 600, Col. Vertiz Narvarte, 13 D.F., Mexico City, MEXICO.

# CONFLICTS, COUPS, CRISES & CLASHES

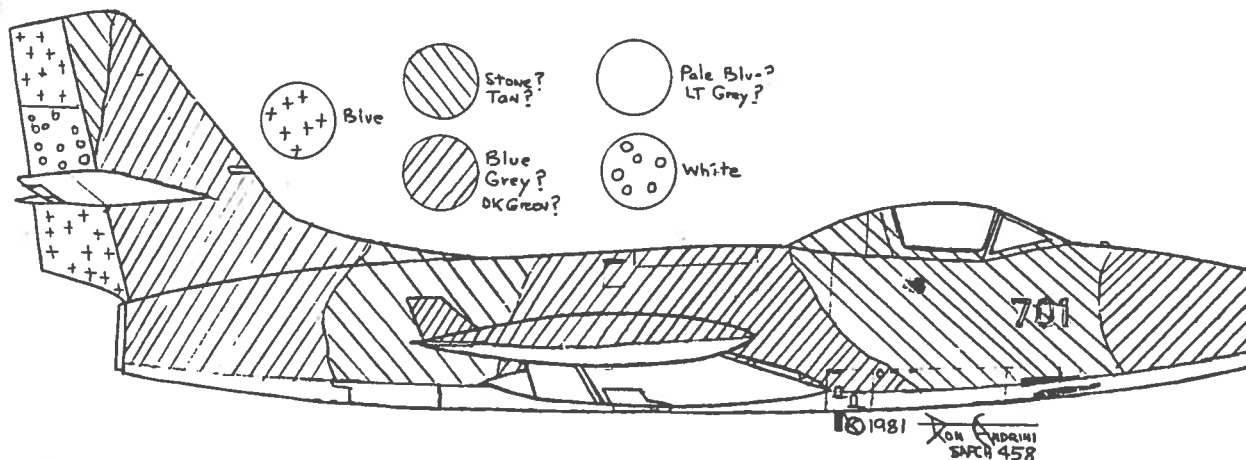
## A SURVEY OF THIRD-WORLD AIR COMBAT FROM 1946 TO THE PRESENT

No. 26. Dassault MD-450 Ouragan of the Fuerza Aerea Salvadoreña, based at Ilopango, El Salvador circa 1981.

El Salvador seems well on its way to becoming a major bone of contention in Central America. The civil war that had been smoldering for years now threatens to erupt into a conflagration involving the whole of Central America - if not the Western Hemisphere itself. On one hand, there is the definite need for social and land reform, and on the other, there is a perceived threat. This threat is in the form of outside Communist support - translated to mean aid from Cuba, Nicaragua, and the Soviet Union. To those who fear a Communist

takeover, the threats are quite apparent. To the north is Mexico and its oil-rich fields, and to the south is the Panama Canal.

Around 1975, El Salvador acquired a small quantity of ex-Israeli aircraft, which included 18 Ouragan fighter-bombers. The Ouragan was used on sporadic mission in support of Government forces combating Leftist guerillas. On 27 January 1982, a rebel attack on Ilopango airfield destroyed or damaged all but one or two Ouragans. Replacement is likely to be the A-37 Dragonfly.

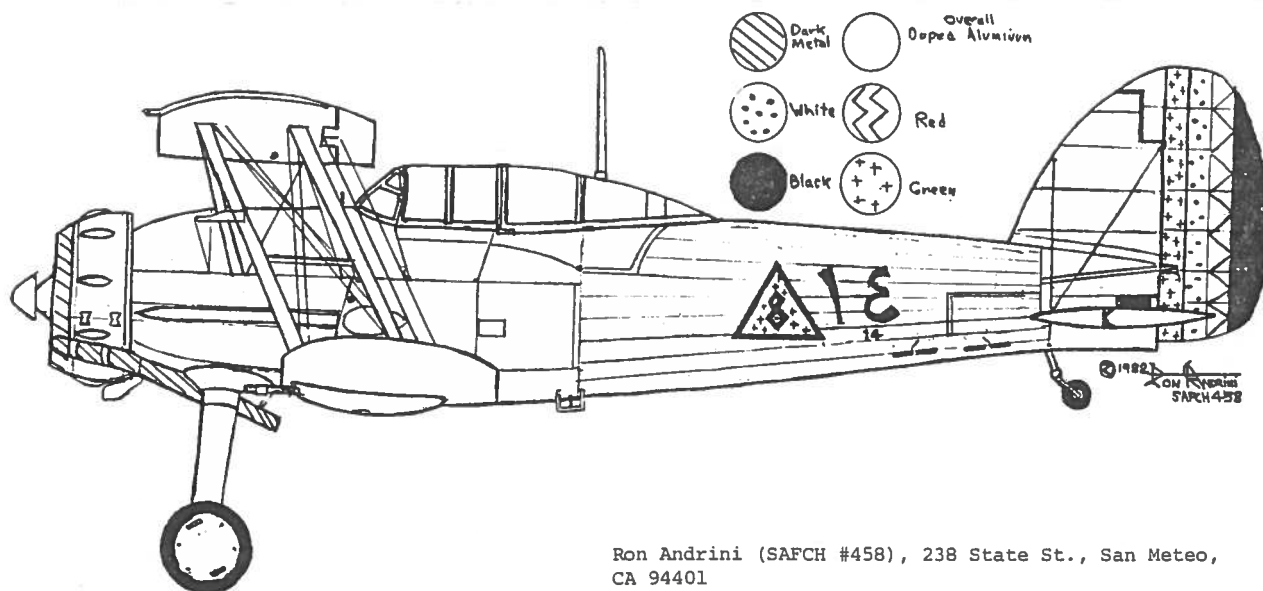


No. 27. Gloster Gladiator II, No. 4 Sqn., Royal Iraqi Air Force, based at Kirkuk, early 1946.

On several occasions since being granted independence in 1932, Iraq's turbulent history has been punctuated by the minority population of Kurdistan attempting autonomy from Iraqi control. Kurdistan roughly embraces portions of Iraq, Iran, and Turkey. One such incident occurred in April 1946. At that time the RIAF was a motley collection of obsolete aircraft, among these being two or

three Gladiator fighters.

Flying from Kirkuk and sometimes Mosul, the Gladiators didn't really make any notable combat impression. Most missions were primarily reconnaissance/observation highlighted by occasional bombing and strafing of Kurdish civilian encampments. These sorties, by the way, were the last to be undertaken by the Gladiator. In 1947, the Gladiators were replaced by the Hawker Fury. The Kurdish problem remains unsettled to this day.

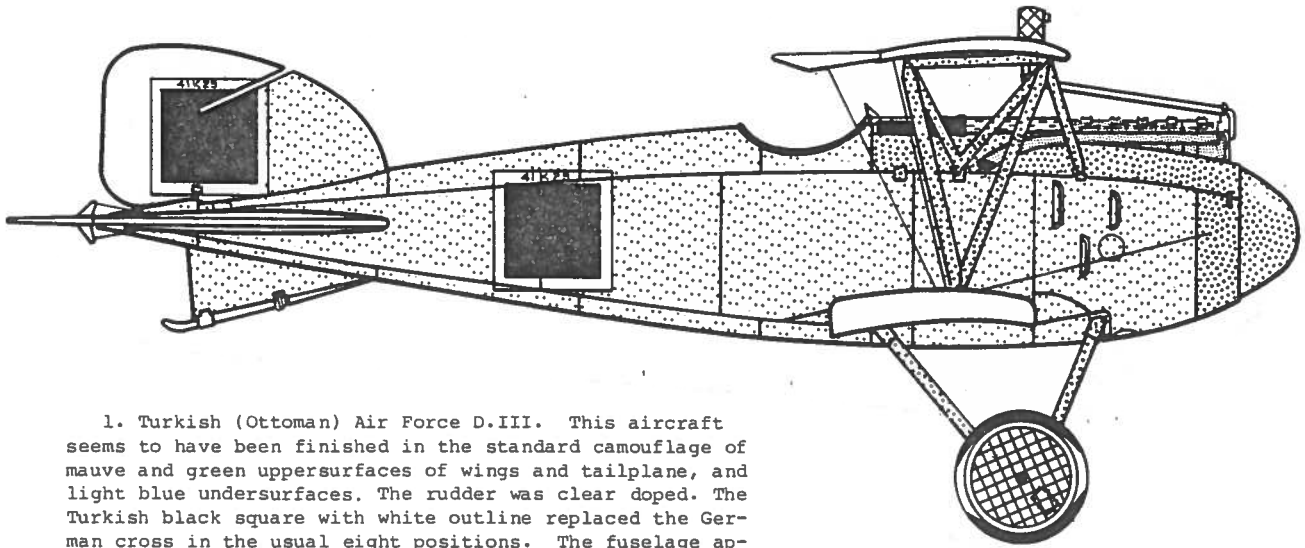


Ron Andrini (SAFCH #458), 238 State St., San Mateo, CA 94401

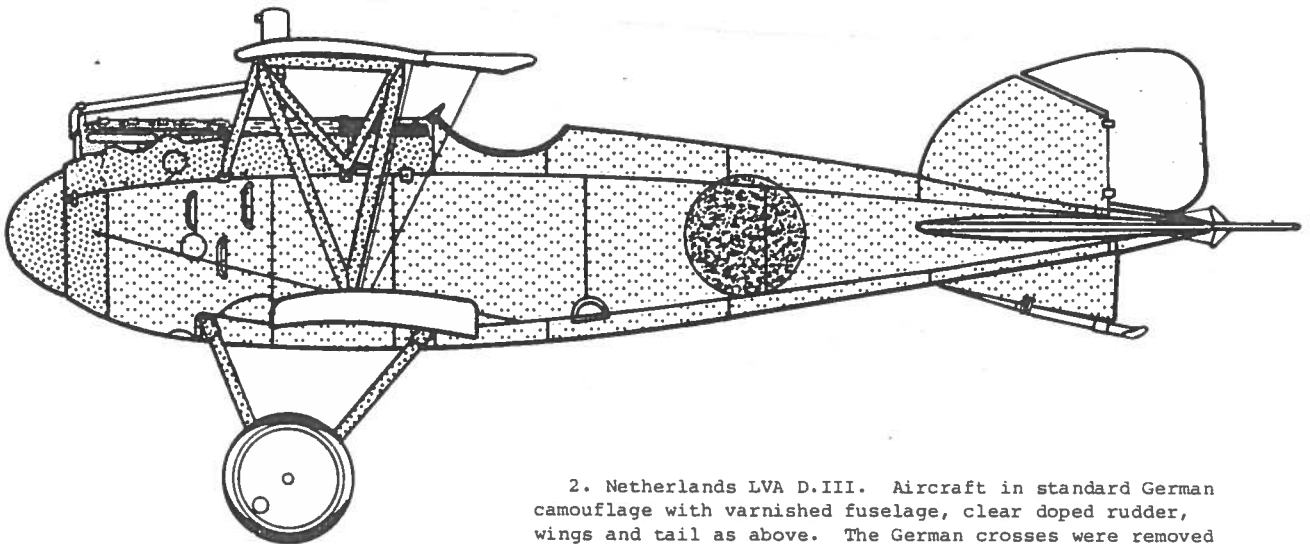


# WARBIRDS by Owers

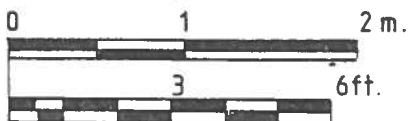
## Albatros D-III



1. Turkish (Ottoman) Air Force D.III. This aircraft seems to have been finished in the standard camouflage of mauve and green uppersurfaces of wings and tailplane, and light blue undersurfaces. The rudder was clear doped. The Turkish black square with white outline replaced the German cross in the usual eight positions. The fuselage appears to have been varnished but is darker than normal. However, other German D.III fighters of this period show the same phenomenon, and the fuselage may not have been overpainted. The wheel disks were a dark color (green?); metal panels and struts were grey. Twin radiators in upper wing. Reference: Cross & Cockade (USA) 11/4 Winter 1970, p. 346.



2. Netherlands LVA D.III. Aircraft in standard German camouflage with varnished fuselage, clear doped rudder, wings and tail as above. The German crosses were removed and orange cockades placed on the wings and fuselage only. The lower surfaces of the top wing may have had a cockade - which was standard LVA practice. Centre radiator. Reference: Profile #127.



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# Colourful RAAF Mirages

BRIGHT  
RED  
BRIGHT  
BLUE

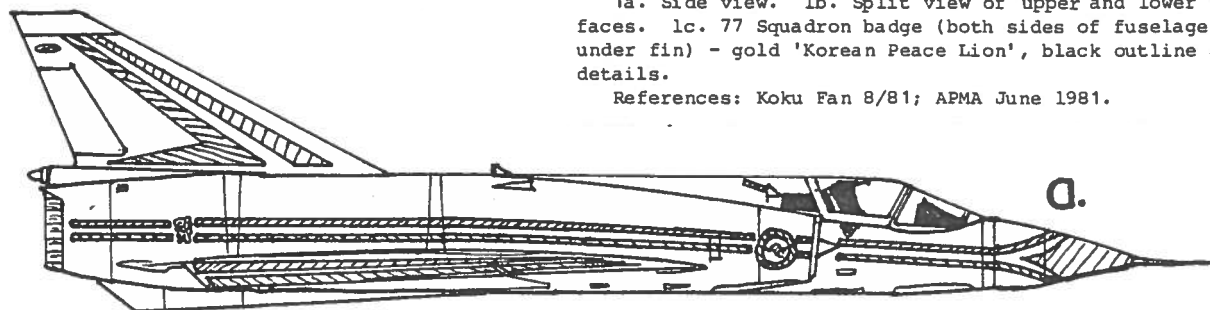


1. 77 Squadron, March 1981, RAAF's 60th Anniversary Display Team (3 a/c: A3-15, 48, & 72 - serial numbers overpainted).

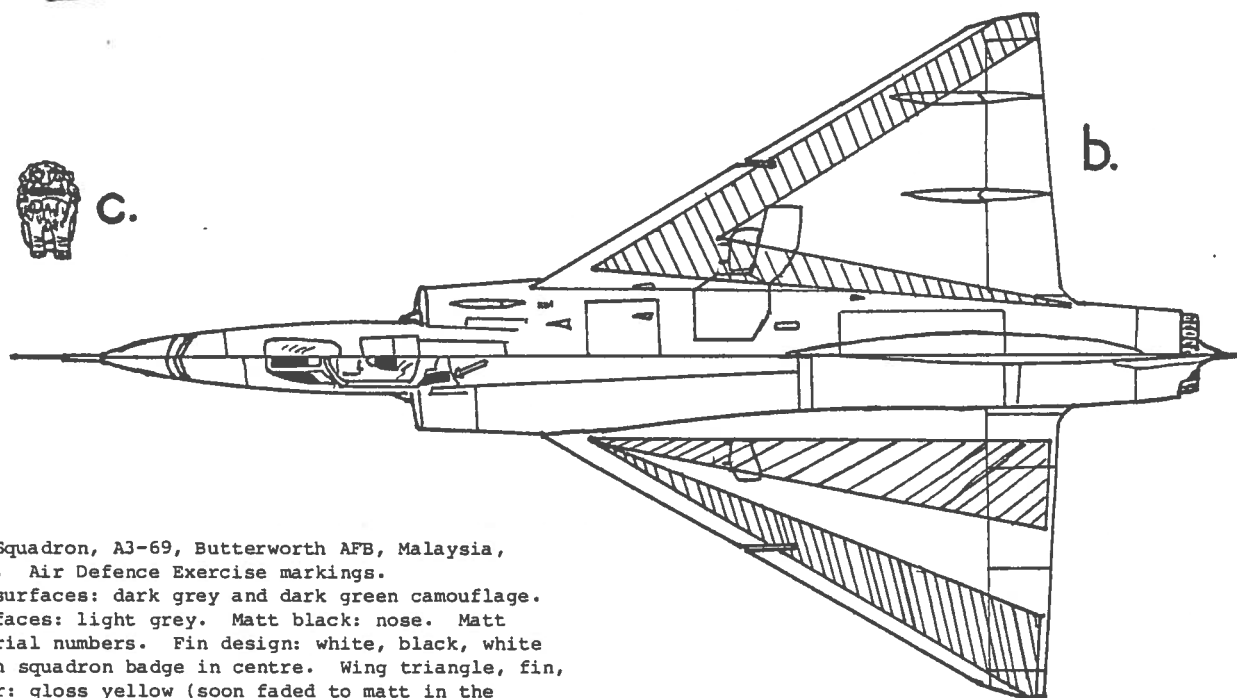
Overall: gloss white. Fin flash, fuselage stripes, upper wing flashes, and fuselage roundels: bright red (approx. FS 11140) and bright blue (approx. FS 15180). Nose cone: bright red. Under wing design: bright blue.

1a. Side view. 1b. Split view of upper and lower surfaces. 1c. 77 Squadron badge (both sides of fuselage under fin) - gold 'Korean Peace Lion', black outline and details.

References: Koku Fan 8/81; APMA June 1981.



c.

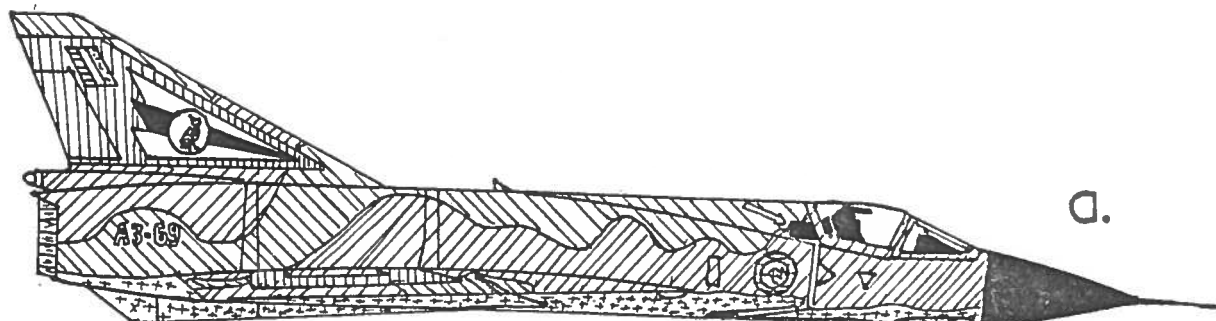


2. 75 Squadron, A3-69, Butterworth AFB, Malaysia, 1978-1980. Air Defence Exercise markings.

Upper surfaces: dark grey and dark green camouflage. Lower surfaces: light grey. Matt black: nose. Matt white: serial numbers. Fin design: white, black, white flash with squadron badge in centre. Wing triangle, fin, and rudder: gloss yellow (soon faded to matt in the tropics).

2a. Side view. 2b. Upper view showing wing triangle and camouflage pattern. 3c. Squadron badge: white disk, black outline, black & white bird (magpie).

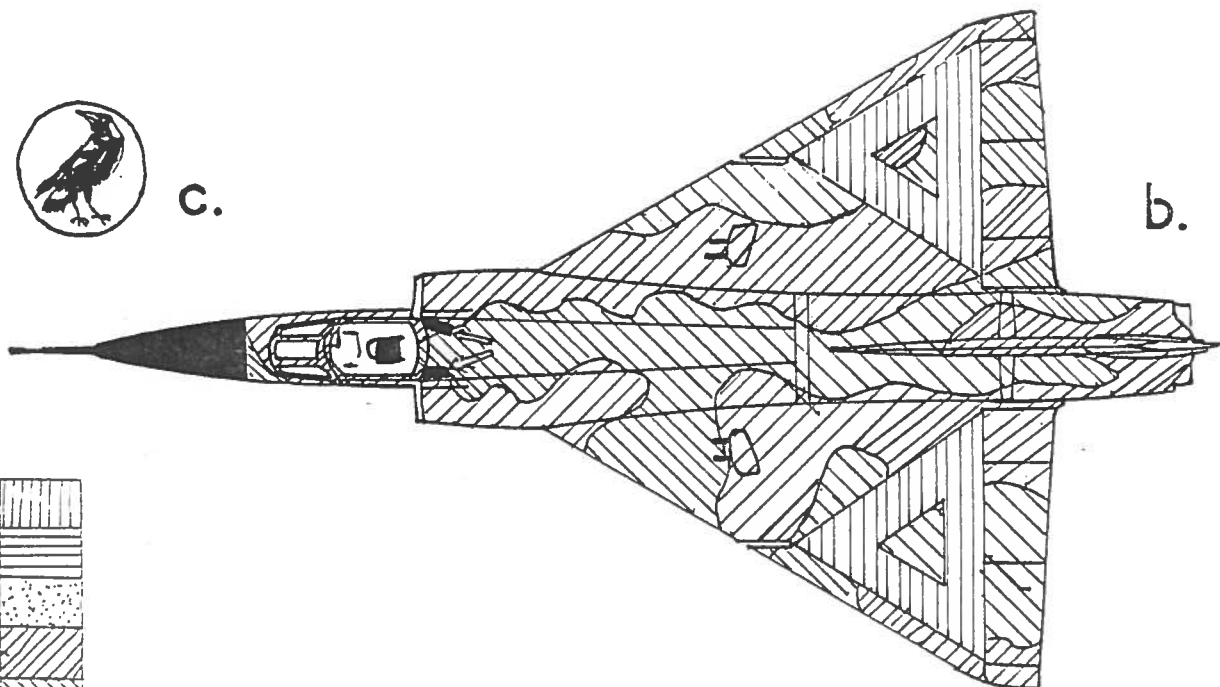
References: Koku Fan 5/78 & 4/79; Flug Revue 11/80.





c.

b.



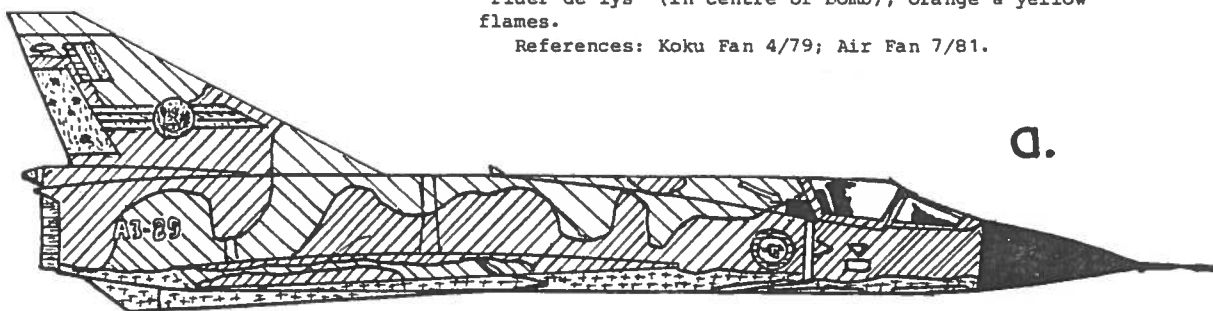
GLOSS	
YELLOW	
INSIGNIA	
BLUE	
INSIGNIA	
RED	
DARK	
GREEN	
DARK	
GREY	
LIGHT	
GREY	
INSIGNIA	
WHITE	

3. 3 Squadron, A3-89, Butterworth AFB, Malaysia, 1979-1981. Current scheme.

Upper surfaces: dark grey with dark green camouflage. Lower surfaces: light grey. Rudder: sky blue with 5 white stars of the 'Southern Cross'. Fin design: sky blue, orange, sky blue stripes with squadron badge in centre.

3a. Side view. 3b. Squadron badge: white disk, orange outline, french blue wings and bomb (grenade), gold 'fluer-de-lys' (in centre of bomb), orange & yellow flames.

References: Koku Fan 4/79; Air Fan 7/81.



d.



b.

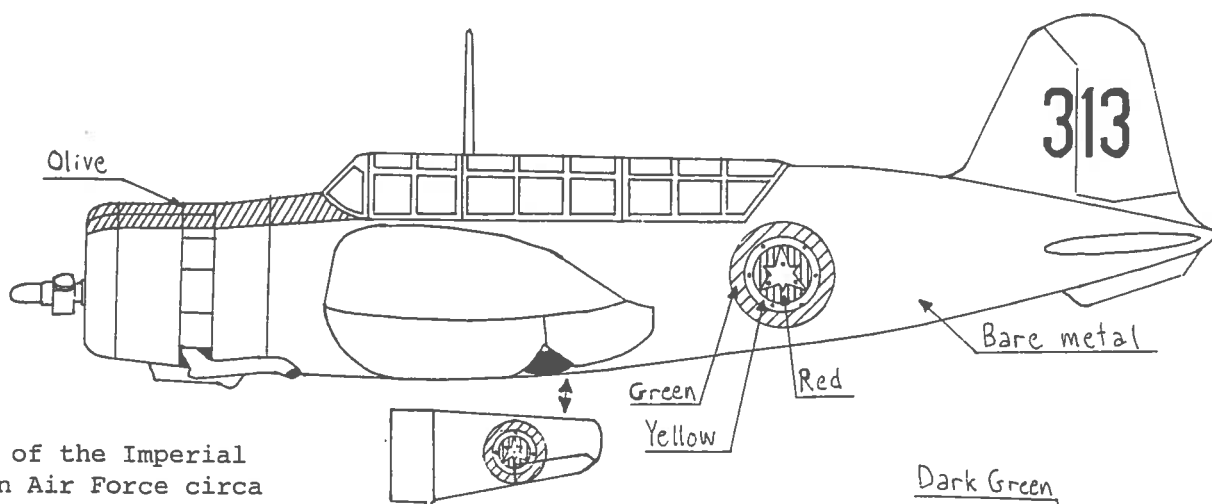
DARK	
GREY	
DARK	
GREEN	
LIGHT	
GREY	
INSIGNIA	
BLUE	
INSIGNIA	
RED	
SKY	
BLUE	
ORANGE	

N.B. Aircraft 2 & 3 have standard RAAF insignia on fuselage and lower surfaces of the wings (no roundels on the upper surfaces of RAAF Mirages) with normal 'rescue' and 'warning' markings.

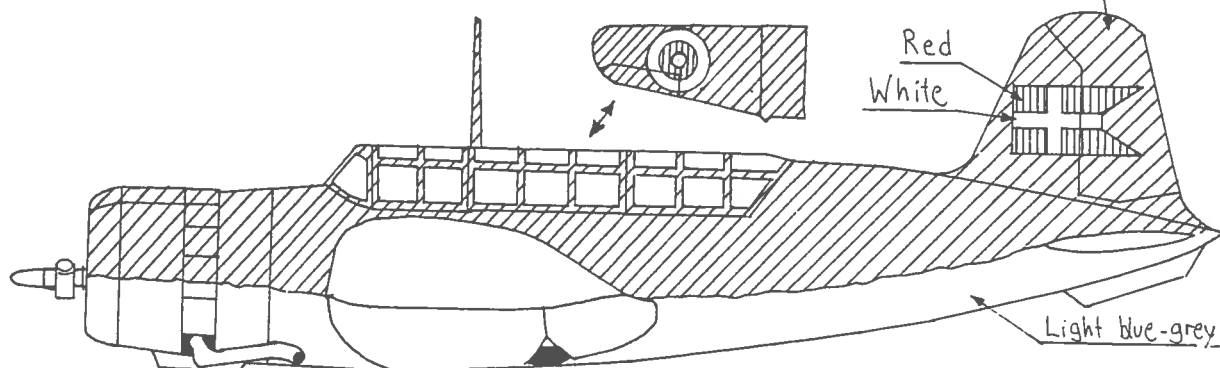
Mike Mirkovic (SAFCH #465), 11/32 Curlewis St., Bondi, NSW 2026, Australia

MM  
© 8/81  
SAFCH #465

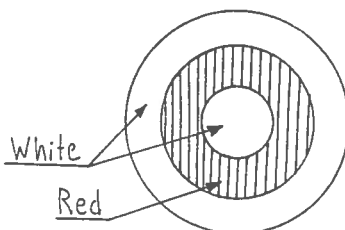
# SAAB    17 abroad



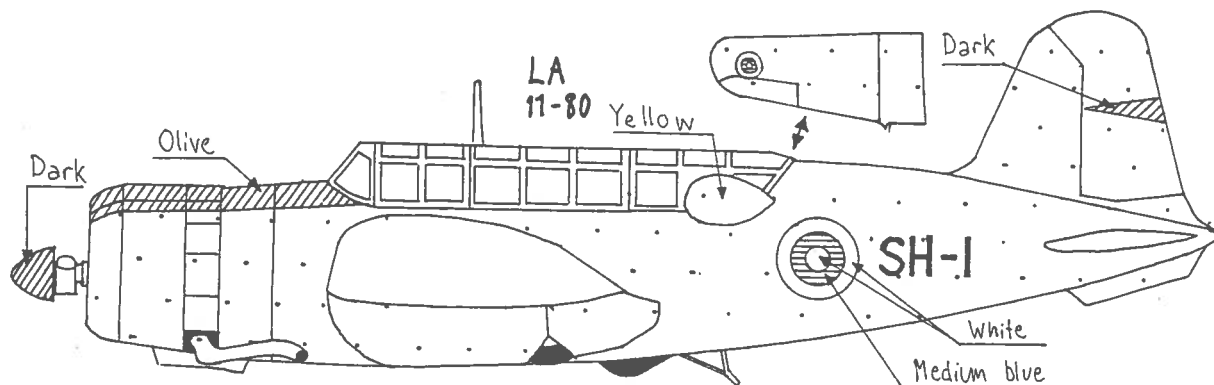
SAAB 17A of the Imperial Ethiopian Air Force circa 1948



B 17C. One of 15 intended for the Royal Danish Air Force. Never delivered. Flew with Danish colours in Sweden during May 1945.



Special Danish insignia for aircraft flying in Sweden. Adopted on 19 April 1945. Carried only on wings.



SAAB 17A target tug of the Finnish Air Force; circa 1960.